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Wild bears were roaming a town in New Jersey and decided to move in under one homeowner's deck. When the homeowner called the animal control people, they came out and advised the man to **pee under the deck,** which he did. So the bear figured he didn't much care for the smell and left. (Everything should be so easy—we'd all be able to kill two birds with one stone—take a leak and get rid of a pest at the same time.)

And speaking of pee.... He had to pee—badly. (This happened at night in the dark.) So he stopped his car, got out and **fell off the cliff** he'd parked on. (Needless to say, he'll never have to take another pee again.)

A Register of Deeds in Nebraska requested reimbursement for a sandwich he ate while out of town. But the Board of Supervisors said no. They (the Board of Supervisors) said its own rules superceded **the Register of Deed's budget** and instructed the county attorney to hire an outside lawyer to deal with the matter. (Much ado about nothing, I'd say.)

A 62-year-old man was ousted from the retirement home after he punched one resident (age 86) and bit another (age 78) in a brawl over his apparent habit of foraging at the **communal salad** bar for his favorite kind of lettuce. His 80-year-old mother, also a resident, said, "It did appear he was playing with the food."

The *Washington Post* examined the American history curriculum being sold at schools. One course's premise is that future **"hunter-gatherers"** (i.e., rambunctious boys) don't have the patience to read and should be taught by music, graphics and other techniques. Here's an example: The Constitutional Convention of 1787 is taught in a rap song: "It was 55 delegates from 12 states/Took one hot Philadelphia summer to create/A perfect document for their imperfect times/Franklin, Madison, Washington, a lot of the cats/Who used to be in the Continental Congress way back."

On landing, a flight attendant said over the p.a. system, "Please be sure to take all of your belongings. If you're going to leave anything, please make sure it's **something we'd like to have."** And yet another one said, "As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

New Hampshire's state drug abuse and prevention program was turned down for a $17 million grant on the ground that its application was typed with **smaller margins** than permitted. And the federal agency did not give the state an opportunity to correct the formatting.

The average person spends over four years of his life in the bathroom. **Heavy masturbaters** spend six years.

Here are a few quotes on the subject of exercising: "I'm in good shape. **Round is a shape."** "My mother started walking five miles a day when she was 60. She's 97 now and we have no idea where she is." "If God had wanted us to bend over, he would have put diamonds on the floor." "I don't jog. It makes the ice jump right out of my vodka tonic."

We all probably get those unwanted telemarketing calls. Here are a few tips on how to handle them. After he gives you his spiel, ask him if he'll marry you. Then explain to him that you've asked because you're not going to give out your credit card number to **a complete stranger** (this, of course, is assuming you are a "she" and he is a "he"); If you're a "he," and a female telemarketer calls, say in a sexy, husky voice, "What are you wearing?"; tell her (or him) that you're interested in what she (or he) has to say but that you have to put her (or him) on hold for a moment while you finish another call. Then put the phone down and walk away.

Two guys were arrested and charged with breaking into a car (and stealing a motorcycle helmet), then trying to break into another. But in order to get into the second locked car, one of them put on the helmet, stood back, and charged into it, **head-butting a window.** Unsuccessfully. Twice. (I'm still trying to figure out why he needed to *wear* the helmet.)

A man made a $200 bill with a photo of George Bush on it. He went to a convenience store, bought something, gave the clerk the freshly made bill, and **got back change!** He tried it at another convenience store (seems he had made more than just one—I guess as long as you're at it, you might as well go for broke), but got caught this time.

Now this one makes sense. In a province in China, they rolled out a fleet of 18 **"mobile execution vehicles"** to travel the countryside so that capital punishment (via lethal injection) could be imposed immediately upon the verdict of guilty. (No costly, burdensome prisons with death rows.)

It seems there are men who prefer their women F-A-T. A British documentary was made called *Fat Girls And Feeders* that debuted on Australian TV in April. It profiles an Arizona couple, "Gina" (once one of the world's largest women) and her husband, "Mark" (who has a sensual or psychological desire that she be ever larger). Because Gina is apparently comfortable with her role, Mark is merely an "enabler" in the "fat administration" subculture, but more dominant men are called **"feeders,"** who may even "grow" their partners by pouring liquid fat down their throats (gag, gag). Gina once weighed 825 pounds (with a 92-inch waist) but had settled down at around 400. The filmmaker's point is said to be that objectifying fat women is only somewhat more offensive than objectifying thin ones. (Let's hear it for those fatties!) Wow, that's enough news, I need a drink.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 375 • SEPTEMBER 2004

FEATURES

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Steve Padilla's Hot Match chopper was built to ride.

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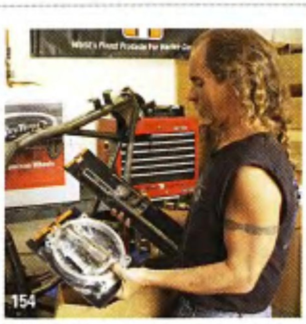

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JoAnn Bortles' Gooseneck and Jazzy Juli shot by Aaron Stevenson. Matt Hotch chop by Ken Ross. Special imaging by Mark Evangelista.

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A Discredit

I normally just keep quiet when I hear someone telling half-truths, but this one seemed to really bother me.

I'm speaking about the article "Lust" on Page 56 of the April '04 issue where Milwaukee Choppers takes credit for building the entire bike shown, including the frame which was built during a lull period in the shop while waiting for other parts.

Yeah, right! It's Bourget's frame right down to the oil running through the tubes. The tank and seat also appear to be from the same maker, but I could be wrong. In fact, I noticed they take credit for basically everything except the motor and tires. Come on, if you're going to stretch the truth, let's really stretch it all the way. Take credit for machining the motor and cutting the tires from raw material.

I'm not trying to down the bike. In fact, I think it's pretty sharp looking. I'm just saying give credit to the guys you bought the parts from.

Buck
Las Vegas

Indian Larry Agreement

I tend to agree with Indian Larry's assessment of the direction that custom builders are taking as of late. It's almost comical at times seeing how the more they strive to be different, the more they all look the same. No doubt why Indian Larry's work draws a crowd in this sea of fat tires and abused frames. To each their own, I suppose.

But then again, there's the "it's too pretty to ride" group. What's that all about? You ever meet a woman who was too pretty too ride? As 100 years have proven, what's practical and functional will never take a back seat in the industry to the whim of the moment. All roads leading to Sturgis and Daytona bear this out each year. Many of these "wonder sleds" make their homage in trailers, or at a minimum, with a support crew that would impress a rap artist while most of us eat the bugs and enjoy what motorcycling is really all about.

Keep up the good work. Your connection to and support for the troops is without parallel. You guys are the standard.

Bones
Memphis, Tennessee

I really enjoyed the article about Indian Larry (and liked the bike). It was nice to hear him talk about the mechanical aspect of the bike and his friendship with Billy Lane. It was also nice that he gave a little nod to Harley. After all, most of these guys wouldn't be in business if not for The Motor Company.

He seems down to earth and actually built a bike to ride. A lot of us like bikes because we like to ride; that part of the equation is missing a lot of the time now.

Rick Poco
Waukesha, Wisconsin

Our pleasure, Rick.

No Expert

Now, I'm no expert on custom bikes, nor have I ever built one of my own, but there seems to be something wrong with the Cyril Huze bike Exotica on Page 92 of your June '04 issue.

Here is a beautiful bike with flowing lines, tons of chrome, and a superpaintjob. But between the handlebar risers where the wiring runs from the bars to the triple tree, there is a black plastic wire keeper. This does not flow with the bike. Surely there are better ways to cover those wires.

Dicki
USMC
Okinawa, Japan

After reading your letter, Cyril began pulling at his hair while cursing in French. We haven't seen him since.

Needs Help

I really like the styling and looks of the panhead with the generator. I'm looking to get an engine for my H-D that has the classic styling of a panhead with a generator but the reliability and durability of an Evo. I hear that the Pandamonium by RevTech from Custom Chrome is like that. Is this true? If not, where can I find something like that?

Shaky
Cyberspace

Yep, it's true. The "Pandemonium" RevTech motor by Custom Chrome looks like a traditional panhead but is as reliable as an Evo. Barry Wardlow and the boys at Accurate Engineering put out a killer panhead motor as well.

Response To Mike

My response to Mike's response to "Antiques:" Right fucking on. More, more, more. Here's my contribution: a 1937 Police Special and a 1947, both 45-inch flatheads. And, of course, me, proud owner.

Jill
West Palm Beach, Florida

Ridgeback Chopper

Oil Can wrote his review on the BDM Ridgeback chopper in the June issue (Page 155). He mentioned that it was their only model not sporting a canine moniker. The Ridgeback is a Nigerian Ridgeback dog breed in Africa.

Love your magazine.

Paul M. Hampstead
North Carolina

Try reading that article again. Oil Can was reviewing BDM's Chopper model in the June issue and just referred to the Ridgeback he rode in the April issue.

Motorcycle Riding Training

I'm looking for any motorcycle training facilities in the Chicago area. Any assistance you can offer would be appreciated.

Walter V. Joyce
Chicago

No prob, Walter. Call 773-YOU-RIDE (773-958-7433). Or visit the web site www.motorcyclelearning.com for the Motorcycle Riding School of Illinois. Or try www.abate-il.org for a school list..

Correction on German Artist

Seems our Red Baron had too much red wine while writing about German artist Uwe Gollmar in our June issue (ER No. 372). Uwe's last name is, of course, not Gollmann, but Gollmar. His correct e-mail address is studiogollmar@aol.com and not whatever Red Baron had there. We apologize and assure you he is currently being punished by Brunhilda, our office dominatrix. *—Ed.*

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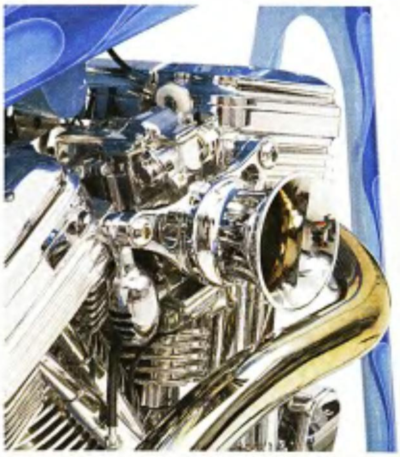
STEVE PADILLA'S HOT MATCH CHOPPER WAS BUILT TO RIDE

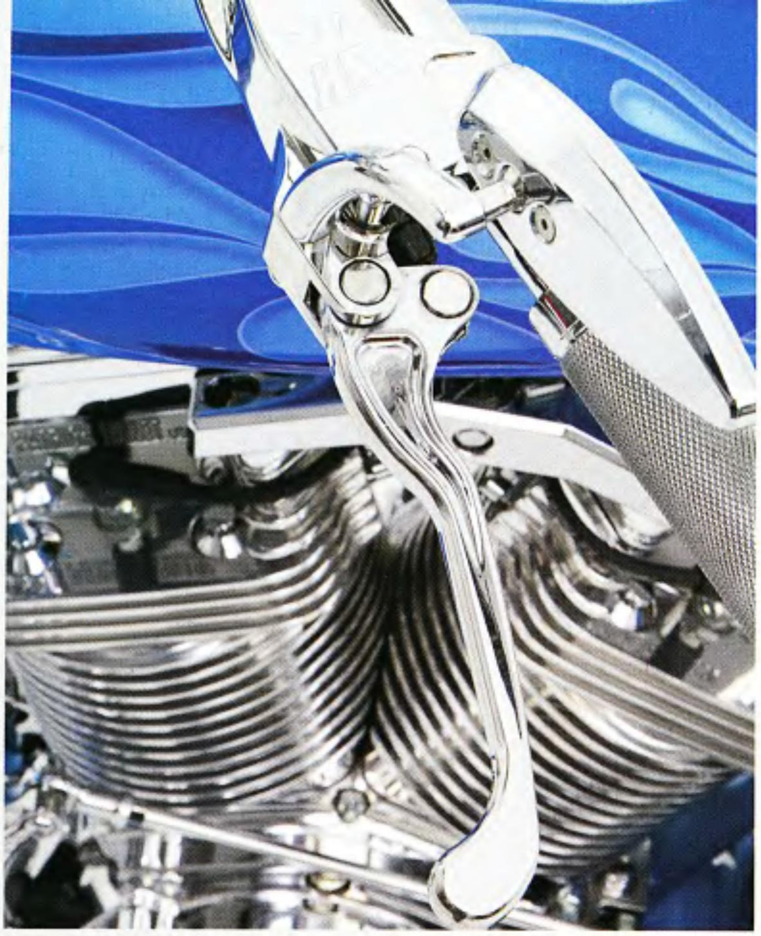
SIGNATURE STYLE



If you're getting to the point where your brain is overloaded by flashy, long raked-out choppers and you're thinking to yourself, "Does anyone ride these things?" then you're not alone. After all, there are show bikes and there are street bikes, but sometimes the two merge and the result is a gorgeous machine that is capable of logging miles and turning heads.

This then would be the case for Steve Padilla's slick, blue sled you see here. Steve had his eye on a Hot Match chopper for some time, and soon after seeing several of them in a friend's collection, he decided it was time to step up.

As Steve had become familiar with Matt Hotch's signature style, when it came time for him to place the order for his own Hot Match chopper, he knew the project was



in good hands. So instead of bringing a ton of ideas to the drawing board to discuss with Matt, Steve decided to let Matt do what he does best and build a beautiful, functioning, kick-ass chopper as he saw fit.

Matt is one of those guys who insists that his bikes be reliable, rideable and tailor-made for the customer. For example, if you like the bars on this ride, you can bet Steve Padilla loves 'em as they were built just to fit him. You gotta be comfortable, and with a ground-pounding sled underneath ya, there's no reason to stay parked at the curb.

When Matt finished this bike, he rode it from Ft. Collins, Colorado, straight to the Sturgis Rally in South Dakota just to get some break-in miles on it. Sounds like a great way to break in the scoot.

The philosophy behind all of Matt's bikes is what remains constant, in that the bike should be reliable to the point of abuse and comfortable enough to hit the road on a long ride without thinkin' twice. Although the end result is a sled that can go the distance and still win shows, Matt is quick to point out that the show part comes second to a sound, solid machine.

Of course if you're looking closely at that paintwork, you know damn well that there is no small amount of work there either. The paint, deftly applied by a man called Marcos was done in many layers taking plenty of work and concentration to pull it off without darkening the overall scheme.

It would seem that Marcos takes the same dedicated approach to his paintwork that Matt puts into his bikes. No wonder then that after a 1,000-mile ride this bike can slide into a show and scoot on out with the trophy. It's just a matter of leaving nothing undone, keeping every detail accounted for and building the bike to enjoy. *—Wordman*

Owner: ....Steve Padilla
City: ....San Francisco
Designer: ....Matt Hotch

General

Fabrication: ....Hot Match
Year and make:.... 2003 Hot Match chopper
Model: ....Special Construction
Assembly: ....Hot Match
Time: ....8 months
Chroming: ....Orange County Plating

Engine

Year: 2003
Model: ....Patrick Racing
Rebuilder: ....Patrick Racing
Ignition: ....Crane Hi-4
Displacement:......113 cubic inches
Lower end: ....S&S
Balancing: ....Nigel Patrick
Pistons: ....JE
Heads: ....Patrick Racing
Cam: ....Patrick Racing
Lifters: ....JIMS
Carb: ....Mikuni 42
Air cleaner: ....Joker Machine velocity stack
Pipes: ....Hot Match turn-outs

Transmission

Year: ....2003 Baker 6-speed
Modifications: ....Hot Match gear ratios
Shifting: ....foot

Painting

Painter: ....Lucky 7/Marcos
Color: ....baby blue

Frame

Year: ....2003 Hot Match
Builder: ....Hot Match
Type: ....chopper
Rake: ....42 degrees
Stretch: ....4 inches up, 3 inches forward
Shocks: ....EMS

Accessories

Bars: ....Hot Match
Handlebar controls:....Performance Machine
Fender(s): ....Hot Match
Headlight: ....Lazer Star
Taillight: Billet-4-U
Speedo: ....none
Pegs: ....Performance Machine
Electrics: ....Hot Match
Gas tank: ....Hot Match/ Independent Tank Co.
Oil Tank: ....Hot Match
Oil system:....Hot Match hard line kit
Primary cover: Billet-4-U
Seat: ....High End
Mirrors: ....Performance Machine
Grips:.......... Performance Machine

Forks

Type: ....Perse Performance
Extension: ....14 over
Builder: ....Hot Match/Perse

Wheels

Size: ....21-inch front, 18 x 8.5 rear
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Brakes: ....Performance Machine
Photos: ....Ken Ross

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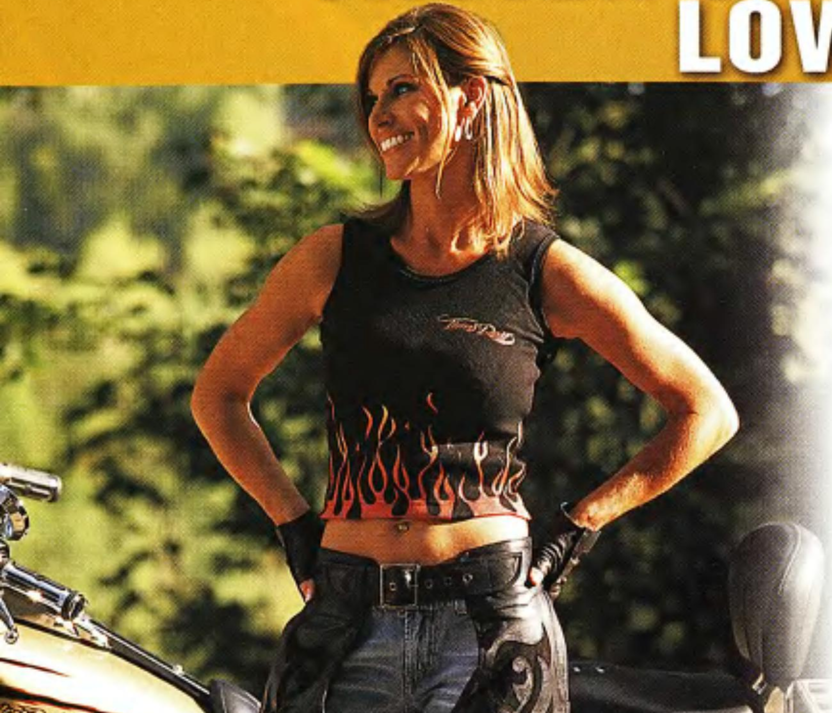

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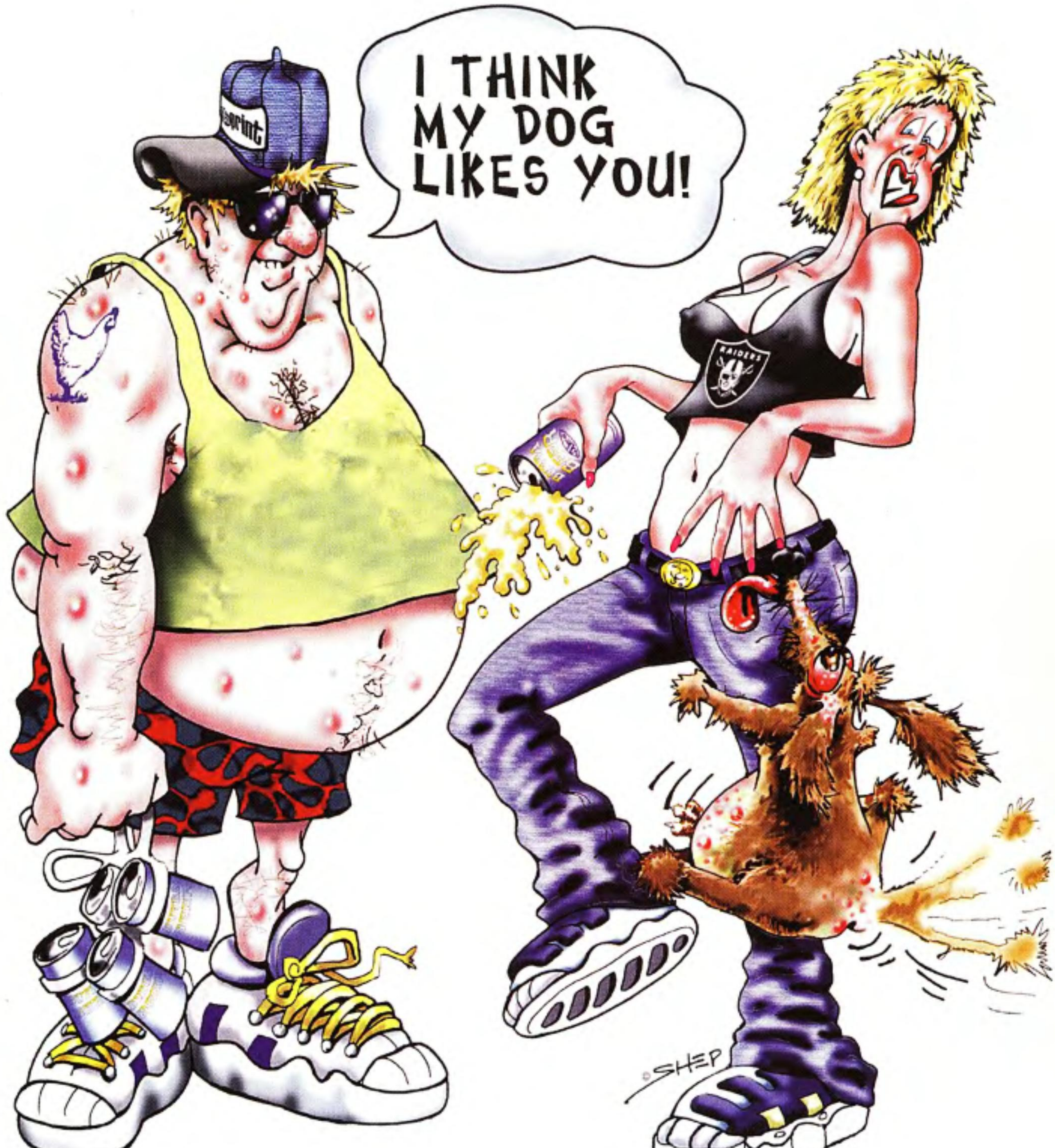
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PartsBox

Kool-Kat Frame By Cyril Huze

This new single-downtube hidden-shock frame is as smooth as a shot of single-row 12-year-old scotch. Designed around the superwide 250/300 rear tires, the Kool-Kat frame merges style with brute force. With the oil bag hidden under the seat and battery tray built into the front of the swingarm the only parts that will draw your eye will be the motor and gas tank.

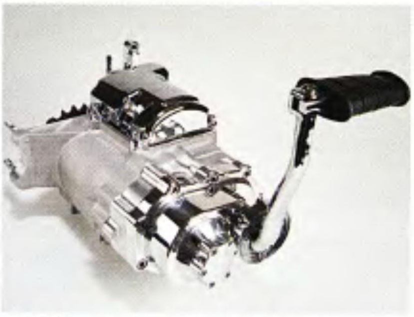
Made from seamless DOM tubing that is mandrel bent and precision welded. The swingarm accepts a 250 tire with left- or right-side drive or a 280/300 tire using right-side drive only. The frame is available in plus-3 to plus-5 inches of stretch with any rake angle between 36 to 44 degrees. The frame comes with fork bearing cups, swingarm axle and rear wheel axle. For a more complete lowdown, go to www.cyrilhuze.com or call 561-392-5557.

Stretch Out Your Legs

So you want to install a set of extended-reach forward controls on a 2000-up Softail? Then this is the brake line kit you need.... Available from Drag Specialties in plus-2 inches and plus-3 inches. The brake lines come fully assembled; they feature chrome banjo fittings and switch junction block with clear-coated stainless steel lines. The kits are DOT approved for 2000-up FXST/C/S, FLST/C/S/F. Made in the USA. For more information, contact your friendly neighborhood Drag Specialties dealer or visit www.dragspecialties.com.

Fast Mail?

Is that really a mailbox? Yep, but its V-twin styling sets it apart. Constructed around a standard postmaster-approved (that's right all mailboxes must be USPS approved) mailbox, the Motorcycle Mailbox is handmade in the USA from high-quality American materials. The flame paintjob is applied using the finest quality automotive finishes. Available colors include: black, red, blue, green and purple. For more information, go to www.mycoolmailbox.com or call 954-973-6668.



Now You Can Kick That Electric Habit

Sputhe Engineering has improved its kickstart, 5-speed transmission for 4-speed frames. The new transmission is specifically designed for large-displacement, high-torque engines. Assembled on a 7075-T6 billet aluminum trapdoor with concealed bolts, the transmission features a 1-piece mainshaft, forged and hardened gears, narrow undercut shift dogs, forged chrome-moly shift forks, positive oil feed to starter bushing and the Sputhe PosiShift system that's designed to prevents missed shifts.

The transmission can be ordered with wide- or close-ratio gear clusters, an electronic speedometer pickup, belt final drive and a 7075-T6-billet kicker cover with hydraulic clutch actuator.

Call Sputhe Engineering at 530-268-0887 for more information or click on www.sputhe.com.

More Bite From This Snake

Cobra Engineering has updated and improved its Fi2000 electronic fuel injection control system. The new control module has an additional adjustment—a third tuning pot. For use on highly modified motors, the new pot gives the rider the ability to add extra fuel for motors with higher compression, big bore kits and hot cams.

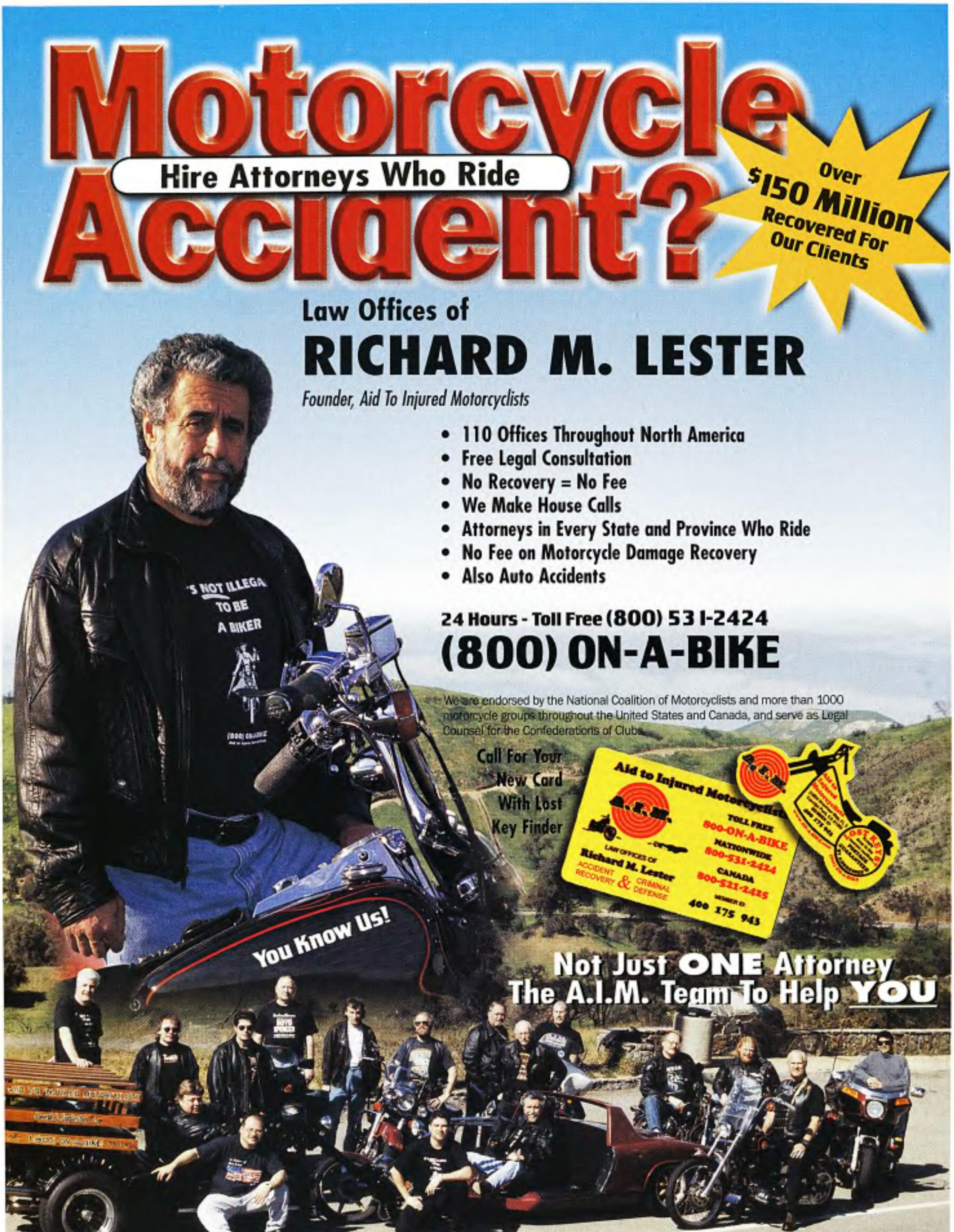
This new unit is designed to correct lean running conditions that are created with the installation of high-flow air filters and mufflers. It has low-speed, acceleration and now a high-range adjustment that function much like a main jet on a carburetor.

The Fi2000 installs in 30 minutes and comes with detailed tuning instructions. There are no computer settings to make nor Internet downloads to configure. For more information, visit Cobra's web site at www.cobrausa.com or call 714-692-8180.

Bright Pipes Always!

Stainless Creations recently unveiled their new exhaust systems made of 100% polished stainless steel. Styles are available to fit big twins and Sportsters with left- and right-side drives. The pipes can be ordered with an internal ceramic coating. Optional custom one-off styles are also available. High-quality metal polish that is formulated for stainless steel is included with every set to maintain that stunning new appearance.

For more information, call Stainless Creations at 660-727-2332 or visit them online at www.stainlesscreations.net



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NCOM

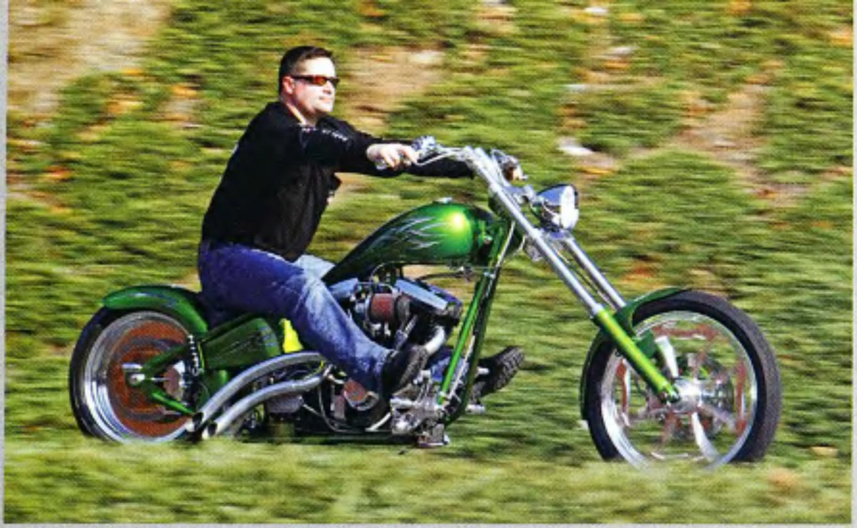
IT AIN'T ALWAYS EASY BEIN' CHEESY...

TWO STRIKES SCOOT

At first there were no telltale signs. The 1999 Ultra Ground Pounder from American Biker in Greenville, South Carolina, seemed normal enough. This scoot would wait over 15,000 miles before letting me notice there were strikes against it.

In March of 2002, it revealed strike one. Apparently, my chopper thought I would look better as a hood ornament on a Nissan. A broken leg and a busted scoot didn't stop good luck from shining. I called to Click Baldwin at Carolina Harley-Davidson located just off I-85 in Gastonia, North Carolina, to ask if they would be interested in messing with my messed up ride. Fortunately, Click agreed to the task of twisting the twisted heap back into shape. With the help of my wife, Shawna, also known as "Mrs. Busty-liscious," we trucked what was left of my bike to CH-D, where Jim Bortles began laying out a plan of chopper perfection.

Jimmy created some one-off pieces like the tag mount, rectifier bracket, and a mess of sheet metal and frame mods. While he was fabricating new life into the stricken ride, I hauled out the custom builders' hardware store, also known as the Custom Chrome catalog, which played a huge part of getting me rolling again.



One call to my bros Vince Doll and Mike Marquart at Redneck Engineering and my ride was sporting a set of their smooth, Southern-style raked triple trees. Locals look at the Maltese cross front wheel and hot coated turndown pipes and say, "Those ain't from around here!" They actually came from Wayne at Swift Motorcycle Company.

"Bimini Jim" of Anderson Boat Canvas and upholstery wizard, Mark Washburn, wrapped Jimmy's custom built aluminum seat pan in ever-float foam and stitched the graphics into the cover. A talented machinist friend, David McAllister, reworked the brake calipers to get the "Ultra" off of 'em. Brian Morgan of Brian's Kustom Paint worked House of Kolor pagan gold and planet green colors together from the base to the topcoat in record time. JoAnn "Crazy Horse" Bortles spared nothing in the creation of this soon-to-be-imitated, but never-duplicated "double X" graphic, and made an almost impossible process look easy.

At the end of an all-day photo shoot, my bike was pushed into the CH-D trailer. Something told me to check the bike one last time before I pulled away. Strike two was swirling in the thick, black smoke billowing out of the trailer. Apparently, my chopper mysteriously caught fire and has now earned its name, "Two Strikes." No, not an insurance job.

It took only a few weeks for Jimmy and the crew at Carolina Harley-Davidson to put "Two Strikes" back together better than new. We were finally riding again after 18 months. Once I got it back home to Anderson, South Carolina, I rolled into Motorcycle Technologies, where Chris, Jeff, and Vicky Littlefield and Scott Frailey helped me fine-tune everything, affording "Two Strikes" some new manners.

Two strikes aren't so bad, as long as they're lucky strikes. See ya at the Atlanta and Charlotte Bike Shows, or on the road. *—Cheese*

Owner: ....Cheese
City: ......Anderson, South Carolina

General

Fabrication: ....Jim Bortles of Carolina Harley-Davidson
Year/make: 1999 Carolina Custom
Model: ....Special Construction
Assembly: Jim Bortles of Carolina Harley-Davidson
Time: ....18 months
Chroming: ....S&H
Polishing: ....cheese cloth

Engine

Year: 1999 S&S Super Sidewinder
Rebuilder: ..Mike Kelly at Carolina Harley-Davidson
Displacement: ....113 cubic inches
Cam: ....S&S
Carb: ....S&S Super G
Pipes: Swift Motorcycle Company

Transmission

Year/make: ....1999 RevTech 5-speed

Painting

Molding: ....Cheese and the sandblaster/Brian's Kustom Paint
Painter: ....Brian Morgan of Brian's Kustom Paint
Color: ....pagan gold kandy over planet green shimrin base
Type: ....House of Kolor
Special paint: ......JoAnn Bortles of Crazy Horse Painting

Frame

Year/make: ....1999 Santee
Type: ....rigid
Rake: ....43.5 degrees
Stretch: ....2 inches
Shocks: especially when you hit a possum
Modifications: ......raked, lowered, shaved, and color coated

Accessories

Handlebars: ....LA Choppers from CCI
Risers: ....Choppers Inc. from CCI
Handlebar controls: CCI
Fenders: ....Jim Bortles
Headlight: ....CCI/Headwinds
Taillight: ....Jim Bortles
Speedo: ....Radar
Pegs: ....Cheese
Foot controls: ....Cheese
Gas tank: ....CCI /Jim Bortles
Oil tank: ....Jim Bortles
Seat: Mark Washburn at Anderson Boat Canvas/Jim Bortles
Mirrors: ....none
Grips: ....CCI/Arlen Ness

Front end

Type: ....wide, 6 inches over extension, Redneck Engineering triple trees, CCI tubes
Builder: ....Jim Bortles/CHD

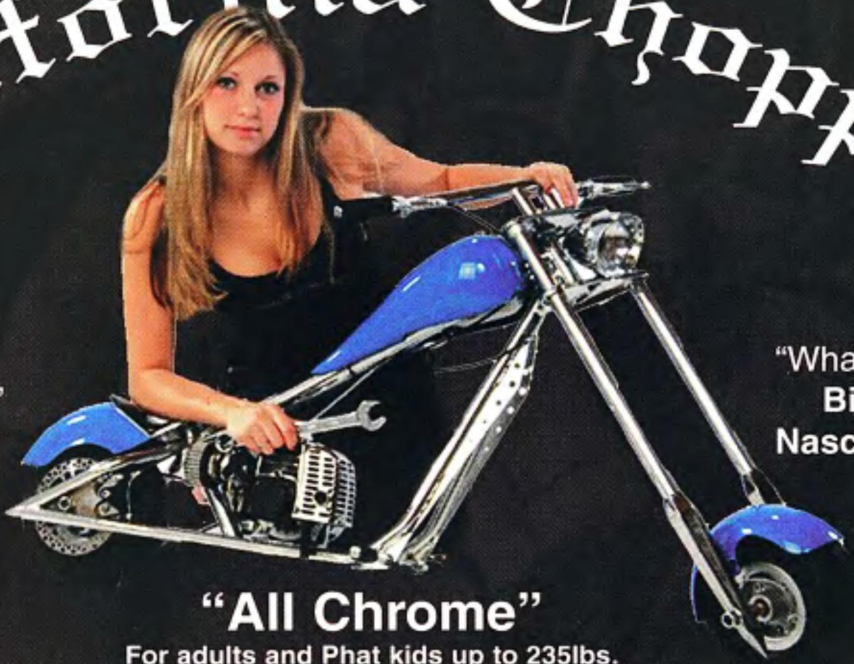
Wheels

Make: Swift Motorcycle Company
Size: ....21-inch front/17 x 180 rear
Tires: ....Avon
Brakes: ....David McAllister
Special thanks: ..Shawna, Gabby, and Griffin
Photos: ....Aaron Stevenson

West Coast Hogs

Introduces Their Newest Bike, The Award Winning

California Chopper



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"All Chrome"

For adults and Phat kids up to 235lbs.

Specifications:

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Speed: 25MPH+
Engine: High performance 25cc 2 stroke
Too much chrome to list

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Standard Features:

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- Aluminum alloy wheels
- Disc brake
- High performance carburetor
- Highway pegs
- Chromed frames on all choppers
- Racing air filter with high performance 25cc powerplant

Show me off at the game or take me on vacation

Happenings

ALABAMA
Bikers For Babies
Date: Sep. 11
Place: Talladega Spdway
Info: 256-532-0500
marchofdimes.com

Trail of Tears Commemorative Ride
Date: Sep. 20
Place: Chattanooga TN to Waterloo
Info: 256-259-2509; 423-658-5937
al-tn-trailoftears.org

Ride For Kids.
Date: Sep. 26
Place: Birmingham
Info: 800-253-6530
www.ride4kids.org
starsoveralabama.org

ARIZONA
Mountain Madness
Date: Sep. 17-19
Place: Confederation of Motorcycle Clubs
Info: 602-504-8565

Thunder Valley Rally
Date: Sep. 18-19
Place: Camp Verde
Info: 928-567-7913

Page Octoberfest
Date: Sep. 30
Place: Lake Powell
Info: 928-645-5775

ARKANSAS
State HOG Rally
Date: Sep. 9-11
Place: Hot Springs
Info: 479-890-6241
arstatehogrally.com

Blues & Bike Fest
Date: Sep. 24-26
Heber Springs
Info: 501-362-5354
bluesandbikefest.com

Bikes, Blues and BBQ.
Date: Sep. 29-Oct. 2
Place: Fayetteville
Info: 479-957-8947
bikesbluesandbbq.org

CALIFORNIA
Mid State Rally.
Date: Sep. 3-6
Place: Paso Robles
Info: 805-547-9526
www.midstaterally.com

Harley Fest
Date: Sep. 12
Place: San Dimas
Info: 818-759-5099
www.harely4fun.com

Heart Ride.
Date: Sep. 19
Place: Oceanside
Info: Mac 760-433-2060
harleyshouseofharleys.com

Show and Swap Meet
Date: Sep. 26
Place: Long Beach
Info: 714-557-1846
www.toppingevents.com

Lupus Awareness Ride
Date: Sep. 9
Place: Torrance
Info: 562-292-2512;
lupusride.org

HOG Rally
Date: Sep. 9
Place: Pala
Info: 909-245-7303
www.castatehogrally.com

COLORADO
Poker Run and Bowling Tournament
Date: Aug. 28
Place: ABATE Dist. 11
Info: 719-395-0360

Four Corners Rally
Date: Sep. 2-6
Place: Durango
Info: 888-901-7701
rallyintherockies.com

Old School Biker Bash
Date: Sep. 2-6
Place: Walsenburg
Info: 719-948-2573
oldschoolbikerbash.com

Roy Jackson Memorial & 9/11 Motorcycle Tribute Parade
Date: Sep. 11
Info: 719-487-8005

CONNECTICUT
Soul Seekers MC Trophy Party
Date: Sep. 18
Place: West Haven
Info: 203-624-7430
soulseekersmc.com

FLORIDA
Key West Poker Run
Date: Sep. 17-19
Place: Miami
Info: 305-235-4023
www.harleymiami.com

Thunder Beach Autumn Rally
Date: Sep. 23-26
Place: Panama City
Info: 850-276-1474
www.thunderbeach productions.com

Ybor City Bike Fest
Date: Sep. 24-26
Place: Tampa
Info: 813-248-0721
yborcitybikefest.com

GEORGIA
ABATE of Georgia State Elections and Party
Date: Sep. 4-5
Place: Macon
Info: 404-294-8900

Bikes on Broadway
Date: Sep. 10-12
Place: Columbus
Info: 706-321-1734
www.scrccolga.com

Bainbridge Bikefest
Date: Sep. 15-19
Info: 229-248-0505
bainbridge-bikefest.com

IDAHO
The Roar In Core
Date: Sep. 3-6
Place: North Idaho Fairgrounds, Coeur 'D Alene
Info: 206-3213383
theroarincore.com

ILLINOIS
Motorcycle Parts Extravaganza
Date: Sep. 26
Place: Belle-Clair Fairgrounds, Belleville
Info: 217-864-9540
www.bg-promotions.com

INDIANA
Steel Horse Stampede Motorcycle Rally
Date: Aug. 26-28
Place: Indianapolis
Info: 615-777-0045
www.steelhorse stampede.com

All Motorcycle Extravaganza
Date: Aug. 28-29
Place: Bunker Hill Dragstrip
Info: 812-552-7863

Heroes For the Heartland
Date: Sep. 11
Place: McGee's Sports Bar, Goshen
Info: 574-537-8350

Valpo Fest Bike Show and Swap
Date: Sep. 18
Place: Valparaiso
Info: 219-464-9918
www.2motor cycleshows.com

BikeTober Fest
Date: Sept 30-Oct 3
Place: Bean Blossom
Info: 812-988-2116

IOWA
Thunder In The Sand
Date: Sep. 3-5
Place: Circle of Pride MC, Conesville
Info: 319-726-5322; 563-732-2742
circleofpridemc.com

KANSAS
Sidecar Rally
Date: Sep. 24-26
Place: Council Grove
Info: 816-232-2726

KENTUCKY
Executive Inn Bike Fest
Date: Sep. 2-5
Place: Paducah
Info: 800-866-3636 x 5300
jrsexecutiveinn.com

MAINE
Scenic Mystery Bike Ride
Date: Aug. 22
Place: Androscoggin
Info: Dave 207-783-7202

Owl's Head Antique Bike Show
Date: Aug. 29
Place: Owl's Head
Info: Kent 207-594-8877
www.owlshead.org

Poker Run
Date: Aug. 29
Place: UBM, Somerset
Info: Lester 207-654-2458

Owls Head Run
Date: Sep. 5
Place: Cumberland
Info: Kent 207-594-8877
www.owlshead.org

UBM Annual Toy Run
Date: Sep. 12
Info: www.ubm-usa.org

Thunder Rally
Date: Sep. 18-19
Place: UBM, Knox
Info: 207-236-8745

Annual Scavenger Hunt
Date: Sep. 19
Place: UBM, Hancock
Info: 207-667-3367

International Friendship & Foliage Run
Date: Sep. 19
Place: UBM, Piscataquis
Info: 207-943-5108

MARYLAND
National Fallen Biker Memorial Run
Date: Aug. 22
Place: Mechanicsville
Info: 301-893-2900
www.fireupthundrout.com

Delmarva Bike Week
Date: Sep. 9-12
Place: Ocean City
Info: 410-213-0444
delmarvabikeweek.com

Ride For Kids
Date: Sep. 19
Place: Columbia
Info: 800-253-6530
www.ride4kids.org

MASSACHUSETTS
MSPCA Rock Run Motorcycle Ride
Date: Aug. 22
Place: Methuen
Info: 978-687-7453 ext.105
www.mspca.org

Ride for Remembrance
Date: Sep. 11
Place: VFW 6643, East Freetown
Info: 508-992-8511

George Mourey Poker Run
Date: Sep. 18
Place: Springfield HOG
Info: 413-537-9562

MICHIGAN
Easyriders Motorcycle Rodeo
Date: Aug. 20-22
Place: Fowlerville
Info: 800-962-9857
easyridersevents.com

Ride for Kids
Date: Aug. 29
Place: Ann Arbor
Info: 800-253-6530
www.ride4kids.org

Rodeo/Chicken BBQ
Date: Sep. 10-11
Place: ABATE 5, Ravenna
Info: 231-689-0774

Oakley's Bike Weekend
Date: Sep. 10-12
Place: Neumann's Cycle, Oakley
Info: 989-845-4110

Walneck's Swap Meet
Date: Sep. 19
Place: Monroe County Fairgrounds, Monroe
Info: 630-985-2097
walneckswap.com

MINNESOTA
Inaugural Ride for Survival
Date: Aug. 28
Place: Delano Sports Center
Info: 952-361-5530

Remember Rally
Date: Sep. 11
Place: Luverne
www.rememberrally.com

MISSISSIPPI
ABATE State Field Meet
Date: Sep. 24-26
Place: Monticello.
Info: www.msabate.com

MISSOURI
State HOG Rally
Date: Sep. 10-12
Place: Springfield
Info: 636-256-0681
mostatehogrally.com

Ride for Kids
Date: Sep. 19
Place: St. Louis
Info: 816-697-3303
www.ride4kids.org

MONTANA
Beartooth Bound Womens Rally
Date: Aug. 20-22
Place: Billings
Info: 406-259-4416
beartoothbound.org

NEVADA
Las Vegas Bike Fest
Date: Sep. 16-19
Place: Downtown Las Vegas
Info: 866-245-3337
lasvegasbikefest.com

Street Vibrations
Date: Sep. 22-26
Place: Reno
Info: 800-200-4557
www.road-shows.com

Cathouse Poker Run
Date: Sep. 25
Place: Reno
Info: 775-324-2445
cathousepokerrun.org

NEW HAMPSHIRE
Annual Polaka Run
Date: Aug. 28
Place: Manchester
Info: 603-622-5898

Annual Toy Run
Date: Sep. (TBA)
Place: Concord.
Info: 603-437-9464
www.NHMRO.org

NEW JERSEY
Nam Knights/Wulf Bros Childrens Charity Run
Date: Aug. 29
Place: Fort Lee
Info: 973-831-4449

State HOG Rally
Date: Sep. 8-11
Place: Wildwood
Info: 609-672 6745
njstatehogrally.com

Roar to the Shore
Date: Sep. 9-12
Place: Wildwood
Info: 609-729-4664
roartotheshoreonline.com

Ride For Rotary Fundraiser Poker Run
Date: Sep. 18
Place: Deer Path Park, Readington Township
Info: 908-284-9040
flemingtonrotary.org

Atlantic City Thunder
Date: Sep. 25-26
Place: Surf Field, Atlantic City
Info: 386-252-3101
www.cycleprousa.com

Annual Cruise for Carly
Date: Sep. 26
Place: Hammonton, Benefits the Cystic Fibrosis Foundation
Info: 609-748-6363
cruiseforcarly.com

NEW MEXICO
Golden Aspen Motorcycle Rally
Date: Sep. 15-19
Place: Riudoso
Info: 800-452-8045
motorcyclerally.com

NEW YORK
Rally in the Valley
Date: Aug. 21-22
Place: Olean
Info: 716-372-2234

Ride For The Heroes
Date: Aug. 29
Place: Long Island
Info: 631-831-7921
sevenhorsemen.com

Ride for Freedom
Date: Sep. 6
Place: Watkins Glen
Info: 607-535-2275

Operation Patriot.
Place: Rochester
Date: Sep. 11
OperationPatriot.org

Lost Wheels MC Poker Run
Date: Sep. 12
Place: Glenham.
Info: 845-227-2343
www.lostwheels.com

Deuces Wild Poker Run
Date: Sep. 19
Place: Sparrowbush Firehouse
Info: 845-858-9335
www.citlink.net/~secofd/fire.html

Charity Poker Run and Pig Roast
Date: Sep. 19
Place: New Windsor.
For info go to www.ocnyhog.com

NORTH CAROLINA
Round Up
Date: Aug. 20-21
Place: Raleigh
Info: 866-822-7510
www.mage entertainment.com

Ride for Kids
Date: Aug. 29
Place: Ashville
Info: 800-253-6530
www.ride4kids.org

Outer Banks Bike Show & Party
Date: Sep. 3-5
Place: Barry's Walnut Island Restaurant, Grandy
Info: 252-453-2261
www.walnutisland.com

Cherokee Survivors Motorcycle Rally
Date: Sep. 3-5
Place: Cherokee
cherokeerally.com

Fall Rally.
Date: Sep. 17
Place: Maggie Valley Festival Grounds
Info: 828 298-1683

NORTH DAKOTA
State HOG Rally
Date: Aug. 27-29
Place: Grand Forks
Info: 701-277-1000
ndstatehogrally.com

OHIO
Annual Wish Run
Date: Aug. 27-28
Place: Deshler
Info: 419-275-2304; 419-772-1084
eaglesons-wish-run.com

Easyriders Motorcycle Rodeo Grand Nationals
Date: Sep. 1-6
Place: Chillicothe, Ross County Fairgrounds
Info: 800-962-9857
easyridersevents.com

OKLAHOMA
Bell Cow Bike Rally
Date: Sep. 10-12
Place: Chandler
Info: 405-878-4388

Silver Celebration
Date: Sep. 25
Place: AKDAR Shrine Headquarters. ABATE
Info: 918-734-1815
www.tulok.com/abate

State HOG Rally
Date: Sep. 30-Oct. 2
Place: Lawton
Info: 877-501-1464
okstatehogrally.com

OREGON
Desert Dash Rally
Date: Aug. 20-22
Place: Burns
Info: 541-589-0000
www.DesertDash Rally.com

SOS Run
Date: Aug. 27-29
Place: Wolf Creek
abateoforegon.org

ABATE NE Poker Run
Date: Aug. 28
Place: Portland
Info: 503-285-5132

One Night Stand Campout
Date: Sep. 11
Place: Albany
Info: 541-451-3940

ABATE End of Summer Run
Date: Sep. 17-19
Place: Birkenfeld
Info: 503-346-2060

All Portland Chapters Picnic
Date: Sep. 25
Place: Estacada
Info: 503-760-9015

PENNSYLVANIA
State HOG Rally
Date: Aug. 18-21
Place: Scranton/ Wilkes-Barre
Info: 800-218-9505
www.pastate hogrally.com

Freemansburg Hillclimb and Bike Show
Date: Sep. 7
Place: Freemansburg
Info: 610-258-3208
www.bikehillclimb.com

Thunder In The Cascades Reunion
Date: Sep. 10-12
Info: 724-658- 5000
thunderinthecascades.com

Harley's For Holly Poker Run
Date: Sep. 12
Place: Meadow Brook Country Club
Info: 610-926-1547

York Open House York Expo Center
Date: Sep. 23-25
Info: 717-243-7855
yorkopenhouse.com

SOUTH CAROLINA
State HOG Rally
Date: Sep. 25-27
Place: Anderson
Info: 864-646-8174
scstatehogrally.com

TENNESSEE
2004 World M/C Drill Team Championships
Date: Sep. 3-5
Place: Nashville
Info: 800-843-9460
motorcyclejubilee.com

Ultimate Back Yard Rally
Date: Sep. 3-5
Place: Dunlap
Info: 423-949-5464
choppervilleusa.com

ANPAC M/C Jubilee
Date: Sep. 3-5
Place: Gaylord Opryland Resort, Nashville
Info: 800-843-9460
motorcyclejubilee.com

Riding For Miracles
Date: Sep. 11
Place: Hermitage
Info: 902-0712
www.tnforesters.com

Trail of Tears Commemorative Ride
Date: Sep. 18
Place: Ross' Landing, Chattanooga to Waterloo, Ala.
Info: 256-259-2509; 423-658-5937
al-tn-trailoftears.org

Weasels Booze Cruise
Date: Sep. 23-25
Place: Nashville
Info: 615-831-1370
nashvilleweasels.com

Steel Horse Stampede
Date: Sep. 23-25
Info: 615-777-0045
steelhorsestampede.com

TEXAS
Thunder on Karem Creek
Date: Aug. 14-15
Place: Waco
Info: 254-366-0095

Swap Meet
Date: Aug. 15
Place: VFWI, La Marque
Info: 512-805-0162
www.goodpeopleusa.us

Lone Star Rally
Date: Sep. 23-26
Place: Galveston
Info: 281-597-8800
www.lonestarrally.com

UTAH
Budwieser Fresh Night
Date: Aug. 27
Place: Barbary Coast, South Salt Lake
Info: 801-232-2949

Fall Pig Roast and Run
Date: Sep. 6
Place: Barbary Coast, South Salt Lake
Info: 801-232-2949

Syn and Fin Wedding
Date: Sep. 11
Place: South Salt Lake
Info: 801-232-2949

Appreciation Party
Date: Sep. 18
Place: South Salt Lake
Info: 801-232-2949

VERMONT
State HOG Rally
Date: Aug. 19-21
Place: South Burlington
Info: 802-872-8545
nhvtstatehogrally.com

Killington Classic Touring Rally
Date: Sep. 8-12
Place: Killington
Info: 877-245-3976
killingtonclassic.com

VIRGINIA
America's 9/11 Ride
Date: Aug. 20-21
Place: Leesburg
Info: 703-771-0118
americas911ride.org

Chesapeake Cycle Mania
Date: Sep. 10-12
Place: Chesapeake
Info: 800-932-4653 X31
www.Chesapeake CycleMania.com

WASHINGTON
Sun and Surf Run
Date: Aug. 26-29
Place: Ocean Shores
sunandsurfrun.com

State HOG Rally
Date: Aug. 26-29
Place: Mt. Vernon
Info: 877-680-4062
wastatehogrally.com

Annual Oyster Run
Date: Sep. 26
Place: Anacortes
Info: 360-671-7575; 360-755-0138
www.oysterrun.org

WEST VIRGINIA
State HOG Rally
Date: Aug. 18-21
Place: Snowshoe
wvstatehogrally.com

WISCONSIN
Annual Memorial Charity Ride
Date: Aug. 20-22
Place: Norman
Info: 920-388-3675

State HOG Rally Fun and Games
Date: Aug. 20-22
Place: Chippewa Falls
Info: 715-552-5223
wistatehogrally.com

Tomahawk Fall Ride
Date: Sep. 16-19
Place: Tomahawk
tomahawkfallride.com

WYOMING
Annual Sierracade Motorcycle Rally
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Place: Cody
Info: 800-600-8969
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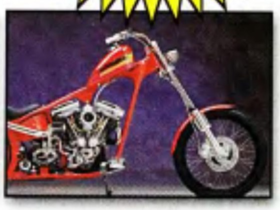

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WIN A WILD RIDE!

THE HARD ROCK ROADHOUSE

Photo: Carrie Rep

The Seminole Hard Rock Roadhouse kicked off its 2004 Tour last spring at Myrtle Beach Harley-Davidson in Myrtle Beach, South Carolina.

Making their debut were four incredible Hard Rock custom bikes built by featured 2004 builders Eddie Trotta, Kendall Johnson, Cory Ness and Chica. The builders gathered there to meet and greet motorcycle enthusiasts and sign autographs at their displays. One of those wild rides on display could be yours if you choose to enter the Hard Rock Roadhouse contest.

Inside the Roadhouse there were beautiful women everywhere you looked, including the Hard Rock Girls, Hawaiian Tropic Swimsuit Models, the Trim Spa Models and the Ft. Lauderdale Harley-Davidson Twins. There was non-stop rock 'n' roll provided by Smokin' and Peacepipe.

The Seminole Hard Rock bikes will be featured in *V-Twin* and *Easyriders* magazines. The 2004 Seminole Hard Rock builders were seen on the Discovery Channel's popular *Great Biker Build-Off* TV series last June.

The tour has so far taken the Roadhouse bikes and builders to Laconia Bike Week in New Hampshire and the Sturgis Rally in South Dakota. Look for them next at the Daytona Biketoberfest in Florida.

For more information on the 2004 builders and sponsors, tour dates, and to enter to win a custom motorcycle go to: www.HRroadhouse. *—Leopard Lady*

Desert Birth For BBO X

HUGH KING'S SECRET RIDE

Mysterious occurrences often come to pass in the forbidding desert that spreads desolately throughout the Western states. Hushed rumors of UFOs, alien abductions and secret hideaways persist. Deep in the bowels of the desert this past April in true *X-Files* fashion the BBO X was secretly wrought by 10 of the world's greatest bike builders.

For 72 hours in a secret desert shop these master builders worked nonstop to create a one-off 124-cubic-inch, rigid, right-side drive, black-and-chrome, spear-like chopper. They dubbed it BBO X and presented it to Hugh King, producer of Discovery Channel's *Great Biker Build-Off*.

As Kendall Johnson hovered over the assembly of the 124 S&S engine and the Baker 6-speed tranny, Mitch Bergeron materialized the frame and the billet downtube (in which was cut in the Roman Numeral X and the Discovery Planet logo). Meanwhile, Chica fashioned the gas tank, while Hank Young handled the oil tank. Matt Hotch fabricated the fenders as Joe Martin created the pipes and exacted the pin striping. Russell Mitchell and Eddie Trotta teamed on the front end, and Arlen Ness and son Cory laid on the paint, while keeping an eye on the overall operation. Legendary seat maker Danny Gray produced a black leather seat with a zebra-striped manta ray inset.

Photo: John Sullivan

BBO X was unveiled and formally presented to Hugh before thousands of biker enthusiasts at the last Laughlin River Run in the Nevada desert. Each of the 10 stellar builders had competed in Hugh's *Biker Build-Off*. If you missed Discovery's coverage of this event, which aired in June, keep your eye on the TV listings, another sighting is due. *—Nomad*

Jesse James Coors Beer

WHAT TASTES LIKE $1,000,000?

A few weeks ago rumors were running rampant that Jesse James of West Coast Choppers told the executive producer of *Monster Garage*, Thom Beers, to take a hike, but then Jesse made nice with Thom and continues to be "the anti-host" of the Discovery Channel's hit show.

Jesse has always been good at self-promotion and now you can buy Jesse James Coors beer. I shit you not. Jesse is the new spokesperson for Coors.

As the press release says: "As part of this deal, Coors Original will partner with Jesse James on both a sweepstakes and the design of Jesse merchandise and collector packaging. In addition, Jesse will be featured with his real-life crew in Coors Original's latest television spot, and will make regional appearances this summer with the Coors Original WCC Chopper for the brewer." That means you might see Jesse on tour this summer with the wild and rusty chop job.

Jesse's friend, Kid Rock (also a Coors spokesman) once asked him, "Do you know what Coors beer tastes like? A million bucks." *—Groana Bearit*

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Coast to Coast

Biker News

HELMET LAW REPEAL WOULD BOOST ECONOMY: As states face budget constraints and financial challenges, a study commissioned by bikers suggests that weakened helmet requirements could kickstart the economy.

The study done for ABATE of Michigan by Jake Miklojcik, who owns Lansing-based Michigan Consultants, suggests the state could collect $40 million in new sales and income taxes by joining the 31 other states that have eased or repealed mandatory helmet laws. The financial windfall would be the result of an estimated 20% increase in motorcycle sales, the addition of hundreds of jobs to the state's motorcycle industry, and a boost in tourism spending by bikers who now avoid Michigan and its helmet law.

Michigan's House of Representatives voted in 2002 to repeal the law, but the measure died in the Senate. Now, bills allowing motorcyclists 21 and older to ride without helmets if they have completed safety training are pending in the House and Senate transportation committees. The House has enough votes to end the mandatory helmet law and repeal is "pretty close" in the Senate, said state Rep. Leon Drolet, adding that a vote could come before the summer recess.

"If the economic study is accurate, it would be another reason to support the bill," said Drolet, who does not ride. "But individual rights, personal freedom and personal liberty arguments are the ones most compelling to me. If additional revenue comes to the state, great."

In the meantime, the Concerned Bikers Association of North Carolina is showing their legislators that motorcyclists are letting their chain-drive wallets do the voting as they head for freer climes in surrounding states.

"Harley riders are 50 or older with a household income of $75,000 and this will bring motorcycle rallies to our beaches, to our coastal areas, and to our mountains that other states are getting because they won't come with a mandatory helmet law," said Rep. John Sauls.

U.S. SENATE DECLARES MAY AS NATIONAL MOTORCYCLE AWARENESS MONTH! For the first time in history, the federal

government ss officially recognizing May 2004 as National Motorcycle Safety and Awareness Month, thanks to retiring U.S. Sen. Ben Nighthorse Campbell of Colorado. Campbell, an avid rider and advocate of motorcycling causes, introduced Senate Resolution 168 which was passed by unanimous consent of the U.S. Senate on April 28.

"As we continue to move through the riding season, I will continue to work with my colleagues here in the Senate and motorcycle rights groups such as the National Coalition of Motorcyclists, the American Motorcycle Association, Motorcycle Safety Foundation, ABATE, and the Motorcycle Riders Foundation to find solutions to educate the general motoring public about motorcycle safety and awareness," Campbell said in introducing S.RES.168 last June. "This resolution is a strong, positive step in the right direction to help achieve this goal."

Although virtually every state and major municipality has issued "Motorcycle Awareness" proclamations over the past several years, no such congressional resolution has ever been passed to bring national awareness to bike safety. Rep. Marilyn Musgrave of Colorado has introduced a similar measure in the House.

Sen. Campbell has been riding for more than 50 years and has been a champion for motorcyclists' issues on the federal level, including serving on the National Coalition of Motorcyclists' Legislative Task Force (NCOM-LTF).

NEW TRAFFIC FATALITY FIGURES RELEASED BY NHTSA: Recent fatality figures reveal there were 43,220 deaths on U.S. roads in 2003, an increase from 42,815 in 2002 and the highest number since 1990, according to the National Highway Traffic Safety Administration. While passenger cars, vans and light trucks experienced a decrease in fatal accidents, large trucks, SUVs and motorcycles showed increased involvement in fatalities. The preliminary report from NHTSA, released on April 28, 2004, indicates that motorcycle-related deaths are up 11% for 2003 with 3,592 bikers killed, compared to the previous year when 3,244 riders died in 2002.

Increases in registrations and miles traveled were not taken into account when computing the data. Bicyclist and pedestrian fatalities were also down.

YOU BET YOUR LIFE: The National Safety Council has computed the odds of the average American biting the dust from the most common killers, such as accidents and diseases, and has determined that a car occupant's lifetime odds of dying in a car accident are 1 in 242, while the chances of dying in a motorcycle accident are just 1 in 1,293! For a complete list of morbidity calculations, visit danger.mongabay.com/injury_odds.htm.

REBEL ART: Since the motorcycle jacket was popularized in the movie *The Wild One*, its attributes and styling have been adapted into identity-transforming high fashion. Now the Phoenix Art Museum has organized a *Motorcycle Jacket* art exhibit that surveys how fashion designers, such as Karl Lagerfeld for Chanel, Moschino and Dolce & Gabanna, have interpreted the look of the motorcycle jacket in their creations, from black leather rebels to colorful motocross racing styles. The exhibition, which runs through August 29, also includes a black leather jacket that was custom tailored for Elvis Presley by Mike Howard of Beverly Hills, on loan to the exhibition from Graceland, and a garment worn by Cher.

MCCHOPPER: A custom motorcycle designed by Desperado Motorcycles will be auctioned off to celebrate the 30th anniversary of Ronald McDonald House Charities. The bike, which will incorporate visual elements of McDonald's, has begun a 25-city tour visiting 35 Ronald McDonald Houses before it reaches Chicago on November 6th for the Awards of Excellence Global Charity Gala, where it will be sold to the highest bidder, with 100% of the proceeds benefiting RMHC.

NEWS OF THE WEIRD: CYCLIST HIT BY CASH: A Taiwanese motorcyclist was hit by a fortune after a $600,000 kidnap ransom dropped on his head.

Lu Fang-nan, 57, was knocked off his motorcycle after a relative of a kidnap victim dropped the money from a highway overpass. The stunned man re-mounted his bike and sought medical help for a swollen leg—and the kidnappers fled with the cash.

The person who dropped the money was following orders from kidnappers who had seized an electronics merchant. Lu said he did not realize he had been hit by the falling fortune until television news reported the businessman's release and the delivery site of the ransom payment.

"Such a way to pay ransom is dangerous. It could get people killed," the unlucky cyclist told the *United Daily News*. But it seems that the incident paid off for the kidnapping victim, who was released unharmed. Police say they are currently hunting several suspects.

—*Bill Bish, NCOM*

Legalese

Wisconsin Victory

Photo: ABATE of Wisconsin

Governor Doyle signs SB223 into law on March 15, 2004, with a number of ABATE of Wisconsin members who worked the entire process from idea to state law legislation in attendance.

Gov. James Doyle, in a ceremony in his conference room March 15, 2004, at the Wisconsin State Capitol, declared motorcyclists were once again free to ride their motorcycles in accordance with Wisconsin state law without fear of being denied compensation for injuries simply because they were not wearing a helmet. At the request of Ed Williams, director of ABATE of Wisconsin, SB223 was signed into law. This bill reverses the decision of the Wisconsin Supreme Court from 2002 stating that a jury could reduce the amount of damages due a person from a head injury sustained in a crash involving a "high speed open air motor vehicle" by up to 100%. SB223 drops the allowable reduction amount to 0%. This law not only protects motorcyclists, but also ATV operators, snowmobile riders and anyone else operating a "high speed open air motor vehicle."

ABATE was first alerted to this court decision by attorney Joe Weigel in August of 2002. Wisconsin State Sen. Dave Zien and Assemblyman Dan Vrakas agreed to sponsor the bills to overturn that decision. Both bills, SB223 in the Senate and AB455 in the Assembly included language that was worked out through

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Wisconsin Victory CONTINUED

ABATE members Kirk "Hardtail" Willard, Dave Dwyer, Joe Weigel, Tony Sanfilipo, "Polak," and attorney Mike Hupy.

SB223 passed the Senate by a vote of 23 yes to 9 no. After an intense lobbying day in January the Assembly Judiciary Committee finally held a hearing and two weeks later passed AB455 and SB223 out of committee on votes of 8 yes and 0 no. On March 2 the Assembly passed a vote of 84 yes and 12 no.

A huge amount of work was put into passage of this bill by the members and leaders of ABATE of Wisconsin, the St. Croix Valley Riders, and attorneys Weigel and Hupy. This is the most important victory bikers in Wisconsin have achieved since the repeal of the mandatory adult helmet law back in the 1970s.

—Dave Dywer, MRF State Rep., ABATE of Wisconsin

Photo: Paul Garson

HIGH-VOLTAGE CRUISER

With all the hybrid and electric 4-wheelers being engineered, could motorcycles be far behind? That's exactly what Carl Vogel of Vogelbilt Corporation in Oak Beach, New York, anticipated as he developed the Electra Cruiser.

While it requires no exhaust system, the Electra Cruiser produces its own signature sound similar to a supercharger whine, but it's basically rigged for silent running. What makes the bike truly unique is Carl's patented rear drive train. Basically the whole drive system is part of the rear swingarm and includes transmission and electric motor. This design enables the entire frame to be dedicated to housing the batteries.

Specifications include a top speed of 80 mph and 0-60 in 6.8 seconds, a 5-speed Baker right-side drive and hydraulic clutch, wide glide front end, and a frame custom built to handle 10 batteries. It can be charged either by 110-volt or 220-volt.

Future plans include advanced lithium battery technology for improving the bike's range to 100 miles, increased performance and faster charging, a reduction in weight by 200 pounds plus regenerative braking to charge the batteries while the bike is in motion.

The Electra Cruiser will soon be featured on the Discovery Channel's *Eco-Trekker* TV series traveling over 1,000 miles across the country. *— Paul Garson*

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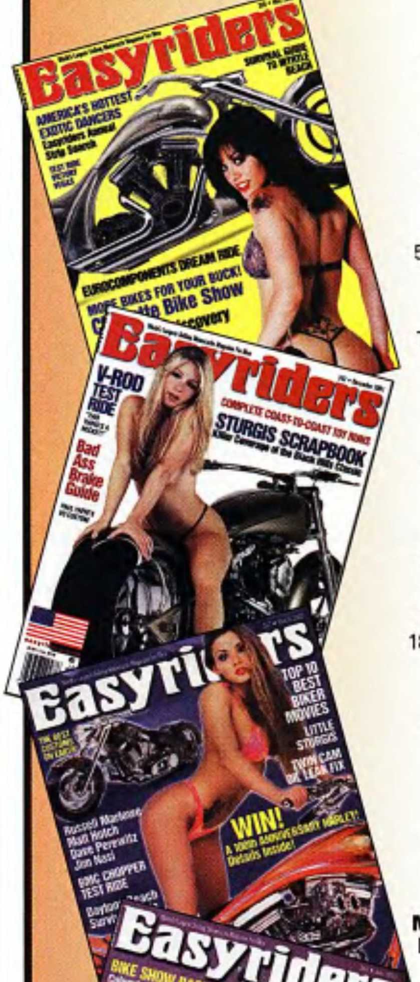

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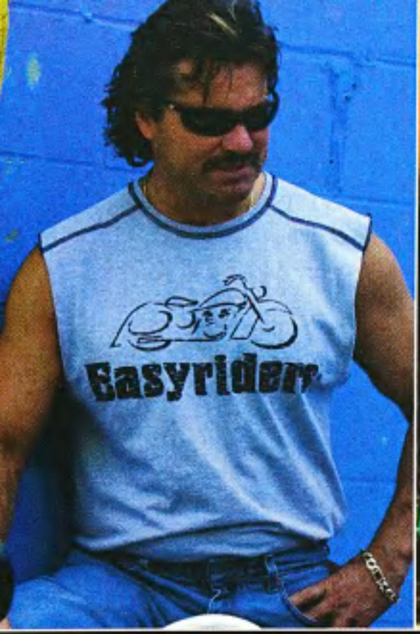

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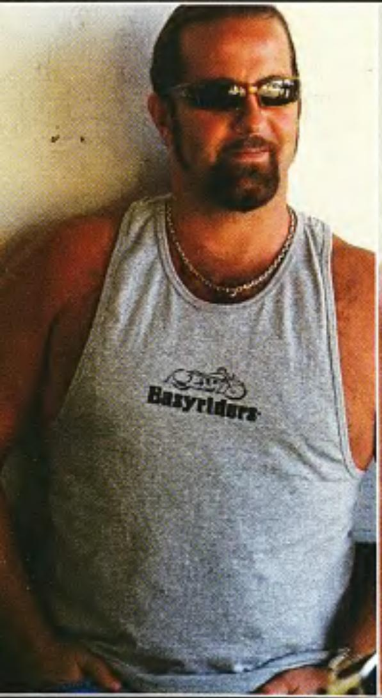

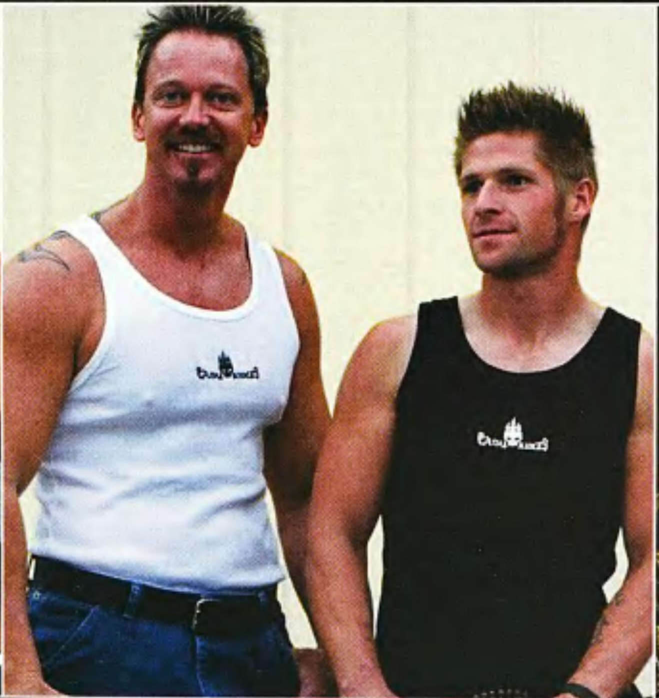

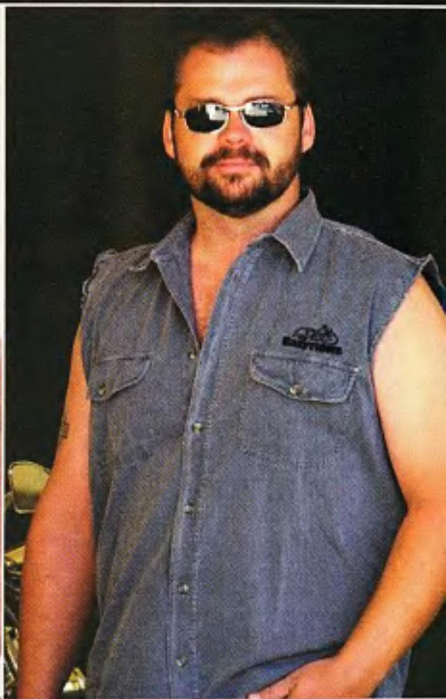

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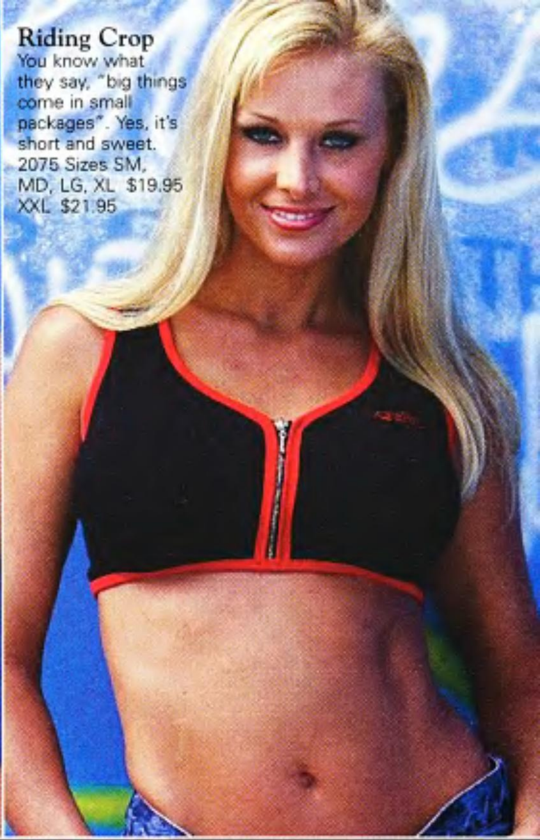

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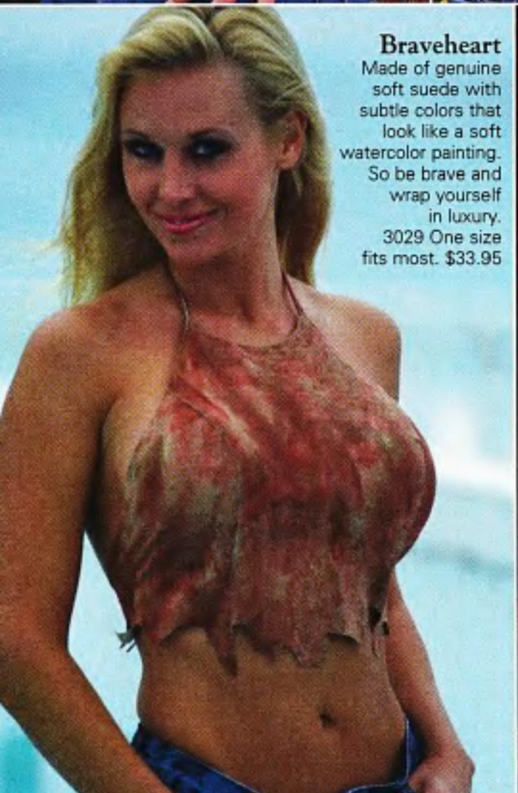

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National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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* Growth figures represent a ten-year period ending 2010. Source: *National Industry-Occupation Employment Matrix*, a publication of the U.S. Bureau of Labor Statistics.

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- ☐ 07 High School
- ☐ 15 Home Inspector
- ☐ 27 PC Repair
- ☐ 70 Small Business Owner
- ☐ 89 Small Engine Repair

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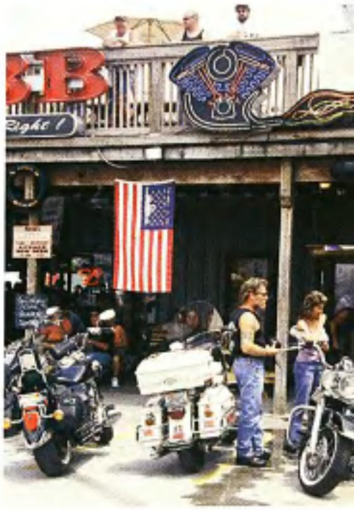
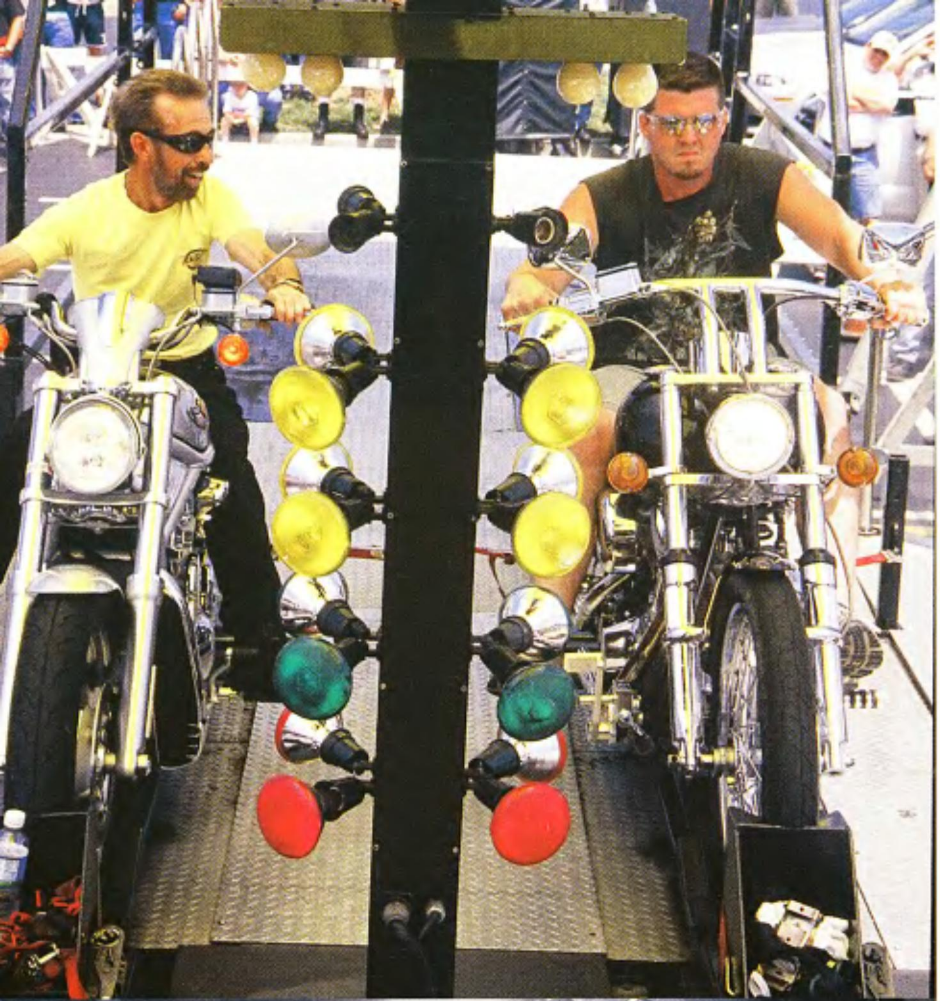
SOUTHERN HOSPITALITY

64th Annual Myrtle Beach

Nothin' could be finer than to be in Carolina during Bike Week…in Myrtle Beach, anyway. And, while we're badly paraphrasing songs…will ya still need me, will ya still come see me, when I'm 64? That question is still being debated as we speak. Why? Well, depending on who you asked, numbers for this 64th annual event were either up, or way down. One thing's for sure, however, as





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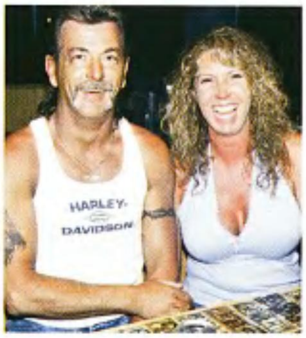

HARLEY-DAVIDSON

10,000

DICK'S

JACK DANIEL'S
JACK DANIEL'S

far as the famous Southern hospitality is concerned, Myrtle Beach laid out the red carpet this year.

At previous year's events the amount, and attitude, of local law enforcement was obvious. You couldn't go three blocks without trippin' over some flatfoot just lookin' for a reason to give ya a ticket. This year, most of the cops seemed to act more like cockroaches than anything else. What does that mean? Well, when it was light outside you saw a few here and there, doing their jobs, but once the lights went out, they were out in force scurrying from one spot to the next lookin' for drunken idiots on bikes, cars, bicycles and even on foot. As you can imagine, they were pretty busy.

Maybe the laid back attitude had a lot to do with the fact that this year, the events and vendors seemed to be more spread out than in previous years. According to one Myrtle Beach officer, "That alone may have helped ease traffic bottlenecks we normally see during this week, as well as helping to keep tempers down a bit…on both sides." See, nothing pisses ya off more than sitting still in traffic on a hot bike, in the heat and high humidity—trust me.

One thing that was absolutely higher this year, was the number of nitwits learning how to ride their bikes or riding like idiots during the rally. I've said it before: Don't learn to ride your bike at a rally this size. And, just because you're on vacation, doesn't mean that the basic laws go on vacation as well.

Horry County Police reported that the number of traffic violations for the week was up nearly 840 from last year, totaling close to 1,100. Of those, 667 were for speeding/reckless driving, which brought them an income of over $118,000 in fines. One of the most important figures to notice, however, was that fatalities were way down. Only three this year as opposed to the 15 recorded last year; 'nuff said about that.

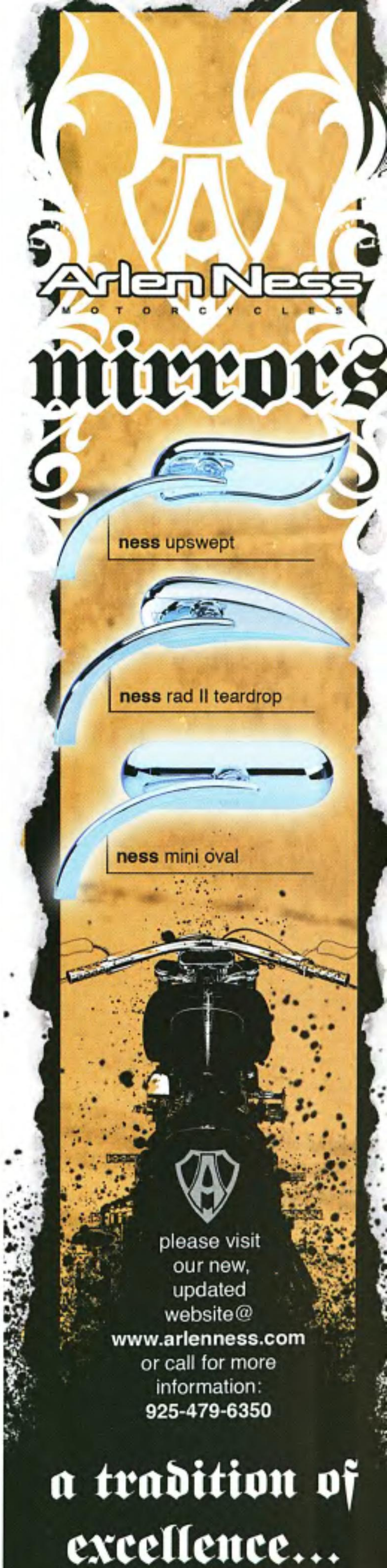
Where was all the real action? All over the Grand Strand.

Once again, Myrtle Beach did not disappoint. From Murrells Inlet in the south to Atlantic Beach in North Myrtle there was plenty to see and do. There were parties and gatherings all over the place. So much so that if you couldn't find one…you had to be stoned.

One great place in particular was the Easyriders' Pavilion at Broadway On The Beach. Smack dab in the middle of everything, our own Jim Betlach put together one of the largest gatherings of manufacturers to date. Folks like Big Dog, Pro-One, TP Engineering, S&S, CCI, Xtreme Machine, Grandeur Cycles, Victory Motorcycles and J&P, were just a few of the manufacturers that filled the outer parking lots and the boardwalk, allowing the lots themselves to be packed with bikers looking for the latest bikes, parts and apparel available. Great job, Jim!

Just down the street at Hawg Wild (located on Kings Hwy. at 20th Ave.) Billy Lane and the folks from Choppers Inc., as well as Roger Bourget, his crew at Bourget's Bike Works and the folks from Extreme Motorcycles, were holding court until the wee hours of the morning. Trust me, hangin' with those guys and listenin' to the rockin' tunes of Billy Velvet's band, the wee hours come up way too fast.

Our very own Ms. *Easyriders* 2004, Alyssa Chase, was busy making appearances all over town, as well as on the radio, leading up to our big events at Easyriders' two separate party headquarters—Pure Gold Crazy Horse and The Gold Club. Both are owned by the same Pure Gold chain; their owners gave



all the bikers looking to party with the folks from *Easyriders* a place to hang and drink and eyeball "nekkid" chicks.

With Ms. *Easyriders* 2002, the bombshell Roxy LeRoux, appearing at the Gold Club and Alyssa Chase appearing at the Crazy Horse, y'all had plenty of reasons to party your asses off.

In fact, The Crazy Horse was the place to be all weekend. They started things off with a topless bike wash—which went on all week under a tent—followed by a bike show Saturday with the winner walking away with $1,000 cash. There was a tattoo contest with the winner leaving with $500 cash and a Best Biker Babe on the Beach contest Saturday night. The winner took home

Jamie Ireland is a freelance writer in the areas of sex, fitness, romance, and travel.

Hot Spot
the inside story on Great Sex!

by Jamie Ireland

Learning "The Ropes"...

This month I got a letter from a reader in Texas about a "little secret" that has made her sex life with her husband absolutely explosive. (Those Texans know their stuff, let me tell you.)

Tina writes:

Dear Jamie,

Last month my husband returned from a business trip in Europe, and he was hotter and hornier than ever before, with more passion than he has had for years. It was incredible. He flat wore me out! And the best part of all—he was having multiple orgasms. I know what you're thinking... men don't have multiples, but trust me he was, and his newfound pow! pow! power! stimulated me into the most intense orgasms I've ever had. So, before we knew it, we were both basking in the glow of the best sex of our lives!

We tried tantric stuff in the past, and the results were so-so. But this was something new and exciting, completely out of the ordinary. I asked my husband what had created such a dramatic change in our lovemaking and he told me he'd finally learned "the ropes."

On the last night of his business trip my husband spent an evening dining out with a Swedish nutritionist and his wife of 20 years. The couple was obviously still quite enamored with each other, so my husband asked their secret. The nutritionist told him their sex life was more passionate than ever. Then he pulled a small bottle from his satchel and gave it to my husband. The bottle contained a natural supplement that the nutritionist told my husband would teach him "the ropes" of good sex.

My husband takes the supplement every day. The supply from the nutritionist is about to run out and we desperately want to know how we can find more. Do you know anything about "the ropes," and can you tell us how we can find it in the States?

Sincerely,
Tina C., Ft. Worth, Texas

Tina, you and the rest of our readers are in luck, because it just so happens I do know about "the ropes" and the supplement your husband's Swedish friend likely shared.

The physical contractions and fluid release during male orgasm can be multiplied and intensified by a product called Ogöplex Pure Extract™. It's a daily supplement specially formulated to trigger better orgasmic experiences in men. The best part, from a woman's perspective, is that the motion and experience a man can achieve with Ogöplex Pure Extract can help stimulate our own orgasms, bringing a whole new meaning to the term simultaneous climax!

The term used by the Swedish nutritionist is actually fairly common slang for the effect your husband experienced. The enhanced contractions and heightened orgasmic release are often referred to as ropes because of the rope-like effect of release during climax. In other words, as some people have said, "it just keeps coming and coming and coming."

As far as finding it in the States, I know of just one importer—Böland Naturals. If you are interested, you can contact them at 1-800-778-6536 or ogoplex.com. Ogōplex is all-natural and safe to take. All the people I've spoken with have said taking the once-daily tablet has led to the roping effect Tina described in her letter.

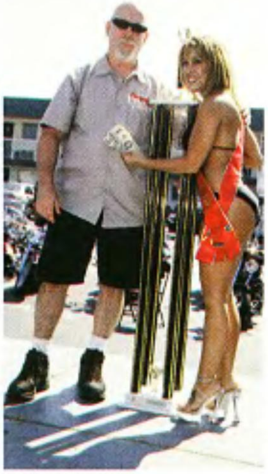
Aren't you glad you asked?

Jamie Ireland

approximately $3,000 in cash and prizes including an automatic entry into our Fox Hunt contest and an entry into the World's Largest Bikini Contest held in Las Vegas, with a shot at winning the $20,000 Grand Prize.

Next year, make sure you party with the professionals and take in all the sights with owners Jerry Reid, Mike Rose—the unofficial personal bouncer for the *Easyriders'* staff, Champ—and the best PR director on the Strand, Lydia, at the Crazy Horse and Gold Club (www.puregoldclubs.com). Of course, don't forget all the other sights Myrtle has to offer.

That said, we bid Myrtle a fond farewell and await the 65th. *—Oil Can*



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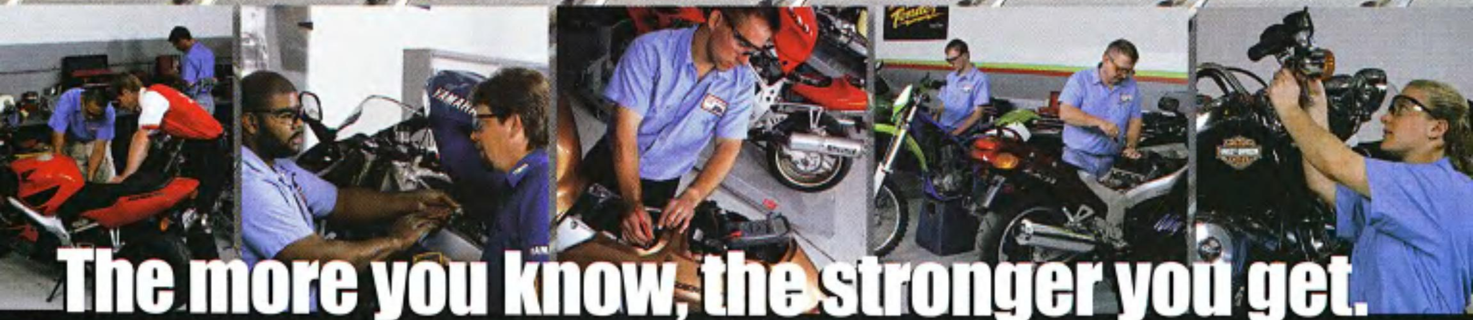

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State ________ Zip ________
Phone (____) ________ Age ________
☐ Financial Aid Info ☐ VA Info ☐ Arizona ☐ Florida

For the past 15 years Rick LaBriola spent his days building engines and transmissions. Guys wanting sweet running motors and sweeter shifting trannies knew LaBriola Machine was the place to go. Lately Rick's shifted his attention, concentrating on the building and selling of his "L.A. 5-Speed Suicide" clutch and shifter setups for, well, late-model 5-speeds. "Finally got my hands out of the solvent tank," is how he explains it. You can check all that out at his Web site, www.lajockeyshifter.com. Right here, however, you can check out something else Rick's put together for sale, and while "Little Red, The Shovelhead" is a relatively fresh build (it's only a couple years old), this snotty little '60s/'70s-style chopper comes with a history. It's Rick's.

"I've been drawing, doodling, and scratching out pictures of this bike since way back in junior high," Rick begins. "Back in '67, one of the first chopper shops in Denver was right near where my school was and I'd be in that place all the time. The shop, not the school! They had plenty of this kind of stuff there, and they'd do anything. They'd extend a springer to any length, and do it for $40, using an arc welder. All of that stuck with me and those bikes with the big stacks always got me going. I wanted to be a part of that era and that's what this bike is all about."

Junior high dreams or not, Rick built this bike to sell. He started off with an old Paughco frame that he got a good deal on and he had the shovelhead engine along with crates of other parts lying around the shop. Rick's hardly a stranger to this sort of

"LITTLE RED"

A THROWBACK CHOP — COMPLETE WITH "DANCER POLE" PIPES

thing. "Boris," his 108-cubic-inch shovelhead chopper, was the first bike Michael Lichter photographed for submission to *Easyriders* magazine. "It was a 108-inch shovel, and it went in Issue No. 108," Rick fondly remembers.

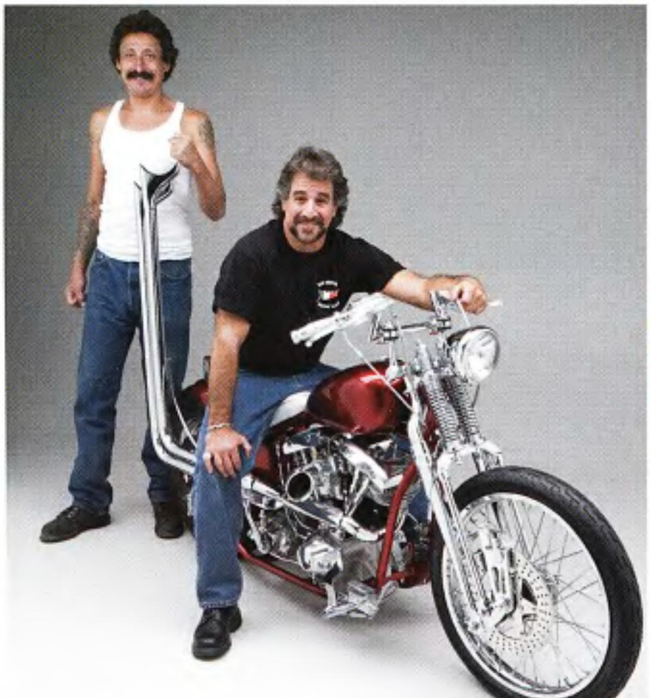
Rick put Little Red together about three years ago. "The actual time spent building the bike probably boils down to about four or five weeks," he says, "but you know how it goes sometimes. That four or five weeks got spread out over two years time." Starting with just that frame and motor, Rick built, fabricated, or modified just about everything else, doing it all himself and making do as he went.

The front end is a good example. It's a factory Harley late-model springer plucked off a wrecked bike. "We had to straighten it out, strip all the junk off it to make it look like an early springer, then shorten it up a little, and rechrome it. I was trying to make this whole bike look like something that was happening back when I was a kid." True to the era, this scoot is absolutely bare bones. Like Rick says with a smile, "all safety equipment has been removed!"

Wanting to be part of that skinny-tire/tall-pipe era, Rick's definitely there now. Especially with those straight-up-and-down "dancer-pole" pipes. "And you know what's really cool now?" he asks. "Eras don't matter. Anything goes and I give Harley a lot of credit for that. First coming out with the Softail for that rigid look and then the springer front ends. Retro if ya want it. Nowadays you can just about pick whatever era you think is cool and do it and all that old stuff is really hot again."

Larry Dardano of North Denver sure thought so. He's the guy who bought Little Red just as soon as Rick put 'er up for sale. Larry and Rick are having lots of giggles showing the bike off, too. Seems every time they take Little Red out it comes home with a trophy award of some sort. Last year this short and stubby little throwback won second place at the Easyriders Bike Show, and this year took a third. "And it always has a crowd around it, too," Rick says. "It's just a little simple thing, but it seems to have some sort of star quality. People dig it. I don't know, maybe because it's just the antithesis of all those overpriced and overdone 'Laughlin Lounge Lizard' bikes that we see everywhere."

Maybe. And maybe it's because Rick got it all so right here, nailing the bike's era dead on. But then he should have, right? He's been thinking about this thing and drawing pictures of it for decades. He just turned that plan into metal and did it beautifully. *—Joe Kress*



Owner: ....Larry Dardano
City: .... North Denver, Colorado

General

Designer: .... Rick LaBriola
Fabrication: .... LaBriola Machine
Year/make: ....2001 Custom
Model: ....Special Construction
Assembly: ....LaBriola Machine
Time: ....2 years
Chroming:....................Alert Plating

Engine

Year: ....1976 H-D shovelhead
Rebuilder:............LaBriola Machine
Displacement:........74 cubic inches
Ignition:........................ points-type
Lower end: ..shaved and balanced
Balancing: .... LaBriola Machine
Cam: ....Andrews
Carb: ....S&S Shorty
Air cleaner:........Carl's Speed Shop
Pipes: ....LaBriola Machine

Transmission

Year/make: ....Harley-Davidson
Shifting: ....foot

Painting

Molding: ....R. Good
Painter: ....R. Good
Color: ....global-flake red
Type: ....House of Kolor

Frame

Year/make:........................Paughco
Type: ....rigid
Rake: ....30 degrees
Stretch: ....none
Shocks: ....none

Accessories

Handlebar: ....LaBriola Machine
Risers: ....Flanders/ LaBriola Machine
Handlebar controls: ....LaBriola Machine/JayBrake
Fenders: ....Fat Boy
Headlight: ....Harley-Davidson
Taillight:....................................Ford
Speedo: ....no
Pegs: ....Harley-Davidson
Foot controls:......LaBriola Machine
Gas tank: ....banana
Oil tank:..............L.A. Machine/H-D
Seat: ....LaBriola Machine/ Colorado Seat Treat
Mirrors:.......................................no
Grips: ....Ness

Front end

Type:......Harley-Davidson Springer
Builder: .... LaBriola Machine

Wheels

Make: ....Harley-Davidson, 40-spoke laced
Size: ......15-inch rear, 21-inch front
Tires:..............Dunlop front, Mickey Thompson rear
Brakes: ....JayBrake
Photos: ....Michael Lichter

TalkingTech

READY TO RACE

My Softail is 80 cubes but it is pretty hot and I want to try drag racing. I have heard that the local drag strip is pretty good, but I don't necessarily want to get out there and look like an idiot in front of hundreds of people. Most screw-ups seem to happen at the starting line so I have been practicing my starts on a road out in the boonies. Do you have any more suggestions?

Teddy Jack Eddie
Studio City, California

The track should have better traction than the average highway surface, meaning you'll be more likely to wheelie. It's important to stay calm after you stage, and don't make the typical novice's mistake of revving the engine up and down while you're waiting for the green light. Instead, hold revs steady at about 3,500.

Reading the Christmas tree is an art in itself. Don't wait for the green light to come on or you'll get left behind. You should be in motion when you see the green come on, meaning you'll have to tell yourself to leave as the last yellow light is going out. You'll red light some while you're learning to read the tree, but just keep practicing.

After that, the best advice I've got is to leave the line like a cop with an attitude is watching you leave a stop sign. But then as soon as you're in motion, whack the throttle wide open and give the bike as much clutch as it will take without breaking the tire loose or bringing the front wheel up far enough to be a problem. Competitive starts and 60-foot times are all about clutch management, but I'm not good enough at it to tell you any more than that.

If you do a wheelie, stay cool and don't slam the throttle shut. That will bring the front wheel down hard enough that you may lose control. Manage the wheelie with the clutch and by gently modulating the throttle.

Try learning the ropes on Test and Tune days. In most cases, you can get more runs in then, than you will when a track's having a big event with a lot of money up for grabs. After each pass, go over your timing slip in detail. ET and MPH are important, of course, but so are reaction time and the 60-foot numbers.

A 0.500 reaction time is perfect for the Sportsman or "Countdown" tree. With practice, you should be able to cut consistent 0.510s-0.520s, which will give you an edge over most of your competition. Sixty-foot times vary with traction, chassis setup, and rider skill. Good 60-foot times are as important as cutting a good light.

Between passes, hang out at the starting line and watch how the more advanced riders leave. Except on money days, most of them will be happy to talk about their techniques. You'll be able to learn more from watching a good rider with a bike setup similar to yours than a pro with wheelie bars and a slipper clutch.

After you've gotten enough practice in to become fairly consistent, you should be able to pick up a tenth or two with a good tire like an Avon AM23 or Dunlop 510. You should also be able to pick up a couple of MPH on the top end by fine-tuning your riding position. For a good example, watch how the AMA pros tuck in on the straightaways at longer dirt track events.

CAM SWAPPER

It might sound old-fashioned but I have finally bought my first Harley, a 5-speed 1200 Sportster, and I want to do as much of my own work as possible. I've changed the carburetor and drag pipes but I want to change cams, too. That looks easy enough in the shop manual but I'm not sure whether I should try it or not. What do you think?

Bill Zabinski
Miami

Swapping cams should be fairly straightforward if you're comfortable with hand tools and go with a bolt-in grind. I'd leave cams that require head set-up for the more experienced engine builders.

Cam manufacturers usually recommend installing adjustable pushrods with their products, and adjusting the pushrods is where most novice wrenches screw up. Be sure that the pushrod's resting on the lowest part of the cam lobe when you adjust it, and be sure to bleed the lifter according to the manufacturer's instructions. After adjusting a pushrod, do not rotate the engine before the pushrod spins freely between your fingertips.

SHORT AND QUICK

My Ironhead has a bad pop that I can't figure out. I have boiled the carburetor and put in a rebuild kit and put in new spark plugs and points. I also bought a new coil and spark plug wires and checked all of the wires between the switch and ignition and drained the old gasoline and replaced the filter. It runs fine at first but then it starts popping and acting up as soon as it gets hot. What's left that can cause this?

Merv Lofgren
Dodge, Michigan

The condenser.

SIMPLE MATH

I need the formula for calculating gear ratios and how to figure how much the engine speed will drop with a 6-speed tranny. I read the gear ratio formula somewhere but now I can't find it.

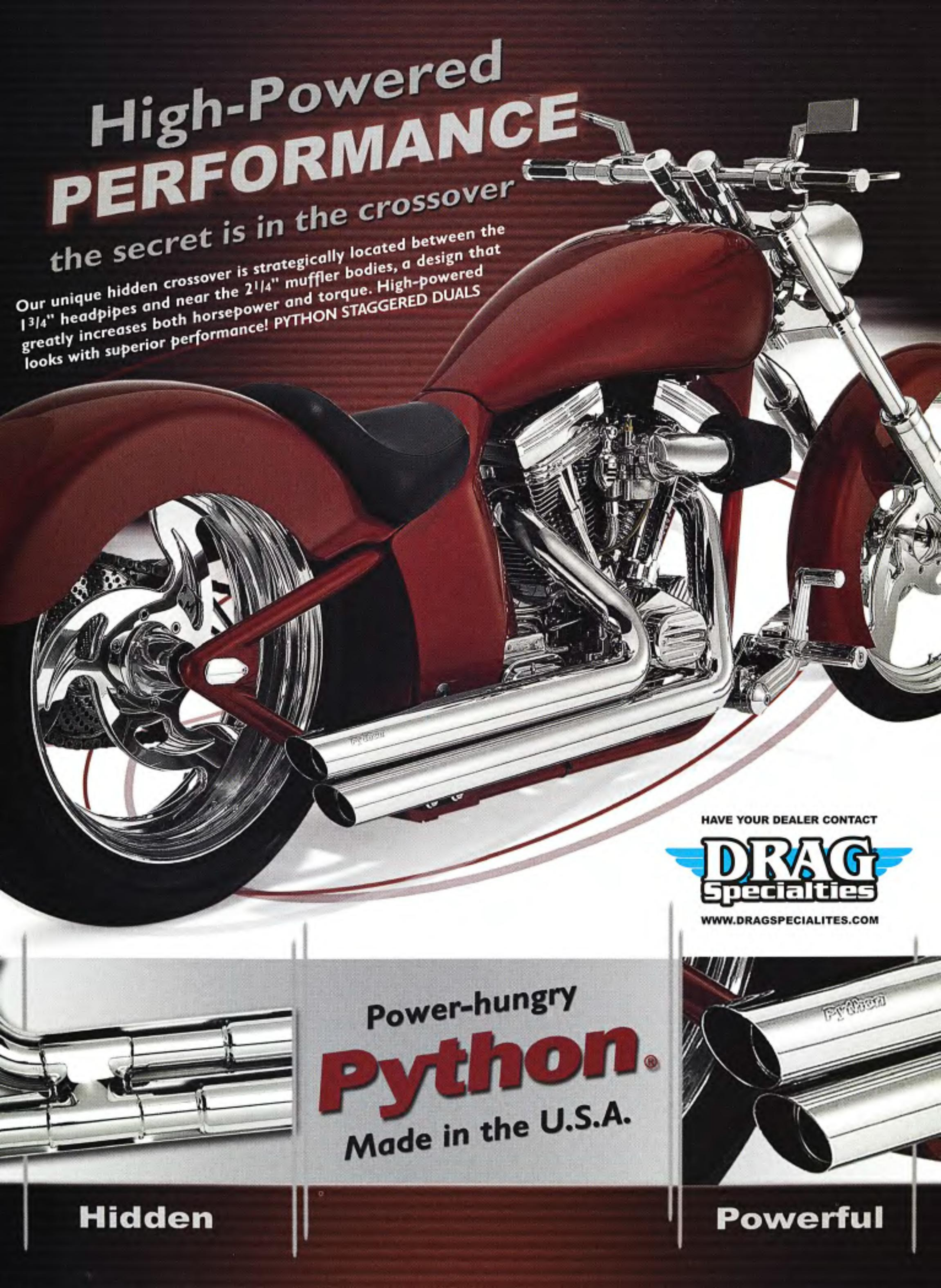
Sam Boswell
Dallas

Divide the number of teeth on the clutch sprocket by the number of teeth on the engine sprocket. Then divide the number of teeth on the wheel sprocket by the number of teeth on the transmission sprocket and multiply the first number you got by the second. In other words:

$$\frac{\text{Clutch}}{\text{Engine}} \times \frac{\text{Wheel}}{\text{Transmission}}$$

Five-speed transmissions have a 1:1 directdrive high gear. Six-speeds have overdrive high gears, with a couple of different ratios available. The most common ones are 0.80:1 and 0.86:1. The 0.80 gear lowers engine rpm 20% in high gear. The 0.86 gear lowers engine rpm 14%. —Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.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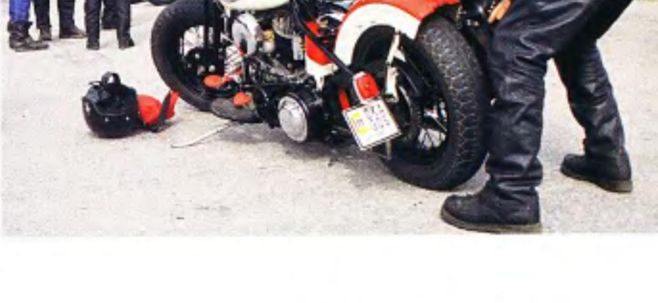
GIMME THAT OL´ TIME RELIGION

Chopper And Bobber Run

There seems to be a worldwide backlash going on against the high-tech, billet-aluminum, mega-buck horsepower hysteria of today's choppers. Many riders are going back to the custom bike roots in Japan, America, southern Europe and Scandinavia.

Now it's time for the obligatory group portrait. Man, these guys sure look grim, like someone just died or something.

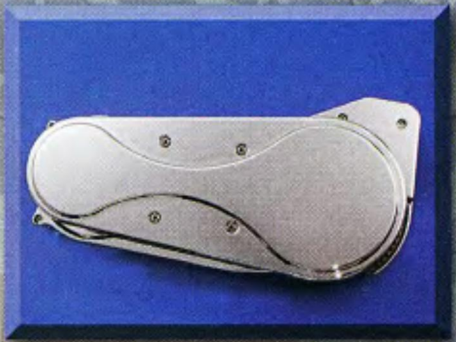


I holler out: "Somebody say something funny so we get a few smiles here."

"Evolution!" someone cries out. Lots of laughter. "V-Rod!" someone else calls out and everybody laughs like they have heard the funniest joke in the world.

This is not some kind of club. It's not an association either and it doesn't have a Web site or even a name. It's just a few dozen guys from all over Sweden who like to get together once a year for something they call the Old Bobber and Chopper Run. The talk had been going on for some years about a more organized contact between those who love old-school bikes, so finally in 2001 the first annual Old Bobber and Chopper Run was arranged outside of Stockholm.

AMERICAN MADE
PULLEYS & COVERS



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The rules about who gets to qualify are simple. You have to be the owner of an old-style bike built no later than 1969 (to keep the "pignose" shovelheads away). Japanese or British bikes built in the good old tradition are welcome, but stock bikes are not.

"More and more riders are getting in touch with us. I guess people are getting tired of the high-tech millionaire bikes," says Thomas "Corner" Johansson, while enjoying a cold beer and relaxing on the white Bates seat of his blue-flake flathead 80 chopper. Corner's bike is so full of hard-to-get genuine old custom parts that some people have called it a "rolling museum"—no Taiwan stuff here, that's for sure.

"But we don't want this to turn into a bike run like any other. You have to have a personal invitation, and we are pretty picky about who gets them. We want to keep the exclusive feeling," Corner says.

The interest in old-school bikes may be big in Scandinavia, but maybe even more so in some other corners of the globe. Some Japanese builders have become famous for their weird and wild interpretations of the '60s and '70s-style, often trademarked by goosenecks and single-loop frames. And, believe it or not, even the French and Italians are getting increasingly influenced by this retro-trend.

Europe's *Freeway* magazine in Rome sent a freelancer all the way up north for this little get-together, and Mr. Giuseppe Roncen is as happy as a kid on Christmas and keeps shooting his cameras like machine guns. Two more Italians have also found their way over: Martin Lang, Zodiac's representative in Sweden, and his old buddy Blaster, a vagabond custom painter and pin stripe artist who works all over the world.

Being a part of a bunch like this has its advantages. When you're always on the lookout for goodies like original Bates seats, Flanders risers, XA springer forks or Anderson footpegs, it can't hurt knowing other guys who have the right connections. Naturally, these nostalgia fans swap parts with each other, to make their retro-rides even more righteous.

If you'd like to get in touch with this bobber bunch, you typically can't do it over the Web; you'll have to pick up the phone just like people did in the good ol´ days. Try Corner at +46-225-15979 or Per Leis at +46-16-135797. You might get an invitation to the 2005 Old Bobber and Chopper Run in Stockholm.

—Totte Wiman

Photos: Siwer Ohlsson

ETHER

OR A SLOW MORPHINE DRIP?

Chica named this bike Ether, because the owner, Dr. Chris, is an anesthesiologist. He's a laid back, cruiser kind of guy, and that's what they built the bike to do so well. Chris first approached Chica to design a bike for him, because he had seen one of their bikes, a silver one called Goldenwest. He liked the stance of the bike, especially the 16-inch tires, front and rear, and the springer front end. This bike refines that theme a few notches further.

The design of Chica's bikes are not based on how many people might buy the bike, they are instead designed around one special, unique, individual person. Before Chica will build you a bike, he and the guys sit down and get to know you over a period of time. After a while they just know that the bike has to have this, or that, because the part reminds them of that person. Everything is hand-built, and quality is everything. Chica builds a bike as though he were building it for himself, except, with each unique customer in mind.

Dr. Chris wanted his scoot to have the reliability of a new bike, but with an early feel to it. This Chica creation looks like it could have been rolling down the road in the '30s. Don't get it wrong, it's a fast little bike, but the overall look is pure elegance.

The knucklehead motor was one of the features the doc wanted in the scooter, and Chica really likes the knuck, too. The metallurgy in the time of the originals leaves a lot to be desired, however. Chica utilized the more reliable S&S lower end, pistons and

Ether

jugs. S&S features much stronger cases, much better materials and an improved oiling system over the original. It's damn near bulletproof.

The reproduction knuckleheads were supplied by Flathead Power of Sweden. Chica opted to go with the 74-inch specification, for a reliable mill that will take Dr. Chris anywhere his heart desires. He fitted it with a Mallory electronic ignition, a vintage Sifton racing cam and an S&S E carburetor. The pipes are Chica's, with early Triumph-style mufflers to add a touch of class.

The transmission is a 5-in-a-4-speed kicker/electric-style case from RevTech. Chica used a hydraulic clutch for its smooth action and adapted a hydraulic hand clutch control from Performance Machine to actuate it. They cut down the lever and mounted the control to the Belt Drives Limited primary plate.

The frame is a Chica Custom Cycles gooseneck, single downtube unit that is supertrick. They fitted the bike with one of their ribbed fenders, and tucked the license plate in as tight as possible on the right side of the motorcycle...because everyone else puts them on the left. Just a different way of thinking. It's one of those things that lends itself to the bike to refine the design. Everything just works together.

The 16-inch Coker tires give a vintage touch to the bike and are a knock off on the long-discontinued Firestone Deluxe Champion Blackwalls from the '50s. That Ted's V-Twin Cycle big ass tractor seat sure looks mighty comfortable with those floorboards.

Like all of Chica's bikes, you can spend hours just scoping out the details. What sets his bikes apart from other builders more than anything is his slightly bent perspective. As an example, when you look and everyone is running 280 rear tires, Chica is running a narrow 16, or even an 18. Chica knows, perhaps better than anyone, that you don't set trends by following them. Chica leads them.

—Kit Maira

Easyriders

Ether

passin' gas

For his birthday little Johnny asked for a bicycle. His dad said, "Son, the mortgage on this house is $60,000, and your mother just lost her job. I'm sorry but we just can't afford it."

The next day the father saw little Johnny heading out the front door carrying his suitcase.

"Where are you going?" he asked.

"Well, last night I heard you tell mom you were pulling out," says Johnny. "Then she said to wait because she was coming too. I ain't sticking around here by myself with a $60,000 mortgage and no transportation."

Mark Gaspard
Greenville, Texas

The local zoo had a female gorilla but no male gorilla. The female was really getting horny and because the zoo had no one to take care of her, they decided to advertise in the local paper for someone to "service" her. They started by offering $200 but got no response. Finally at $41,000 a huge biker named Grizzly answered the ad. Grizz looked at the gorilla and said he would do it if they'd put a bag over the gorilla's head. The zookeeper agreed. So they put a bag over her head, and Grizz stepped into the cage.

Well, the gorilla was extremely horny. She grabbed big ol' Grizz and started screwing him every which way you could imagine. They were bouncing off the walls, up and down the cage, making wild love.

All of a sudden Grizz started yelling, "Get it off! Get it off!"

So the attendants rushed into the cage and pulled the gorilla off him.

The bro yelled, "What the fuck are you doing?!"

"You said to get it off," replied the attendant.

Grizz said, "No, no, I meant the BAG. I wanna kiss the bitch!"

Burt Whitcomb
Palmdale, California

A blonde goes into the Western Union office and says to the clerk, "I need to get a message to my mother in New York City quickly, so how much?

"Well, that'll be $80," he tells her.

"$80!" she exclaims, "I don't have nearly that much money in my purse. Please help me out. I'll do anything you want if you let me contact my mom."

"Anything?" he asks.

"Yes, anything," she replies.

So he instructs her to go with him to the back room. He then says to her, "Kneel down." The blonde obeys.

Then he says, "Unzip my pants." The blonde obeys.

Then he says to her, "Take it out."

The blonde does as she's told and impatiently asks, "When can I contact my mom?"

The man replies, "Soon. I'll let you talk to your mom but first put it next to your mouth.

The blonde does as she's told and says, "Hello, Mom!"

Rocky Meyerson
West Palm Beach, Florida

Jim's doctor tells him he has only one day to live. When Jim goes home to share the bad news with his wife, she asks what he wants to do with the little bit of time he has left.

"All I want," Jim tells his beloved wife, "is to spend my last few hours reliving our honeymoon."

Which is exactly what they did. But after four hours of blissful romance, she announces that she's tired and wants to go to sleep.

"Oh, come on," Jim whispers in her ear.

"Look," his wife snaps, "I have to get up in the morning, you don't!"

Rodney
Allentown, Pennsylvania

"Doc, I can't sleep any more," Rizzo complained. "I've tried everything but I just toss and turn."

"You have to learn how to relax," the doc said. "Try putting each part of your body to sleep separately."

That night Rizzo got into his bed, got comfortable, and started to talk to his body. "Face, go to sleep." He whispered. "Chest, go to sleep. Legs, go to sleep."

Just then his wife walked in wearing a transparent teddy. Rizzo opened one eye, lifted his head from the pillow, and shouted, "Okay, everyone up!"

G. Lowery
Long Beach, California

A woman was in bed with her lover when she heard her husband opening the front door. "Hurry!" she said, "Stand in the corner."

She quickly rubbed baby oil all over him and then she dusted him with talcum powder. "Don't move until I tell you to," she whispered. "Just pretend that you're a statue."

"What's this honey?" the husband inquired as he entered the room.

"Oh, it's just a statue," she replied nonchalantly. "The Smiths bought one for their bedroom. I liked it so much I got one for us too."

No more was said about the statue, not even later that night when they went to sleep.

Around two in the morning the husband got out of bed, went to the kitchen and returned a while later with a sandwich and a glass of milk.

"Here," he said to the statue, "eat something. I stood like an idiot at the Smith's for three days and no one offered me as much as a glass of water."

Scott Dunn
Bonifay, Florida

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Dr. Chris
City:................Newport Beach, California

General

Fabrication: ......Chica Custom Cycles
Year/make: ....2003 Chica Custom Cycles
Model: ....Ether
Assembly: ....Chica Custom Cycles
Time: ....5 months
Chroming: ....California Polishing
Polishing: ....California Polishing

Engine

Year:.................................2003
Builder: ....Chica Custom Cycles
Displacement: ....74 cubic inches
Cam: ....Sifton racing
Carb: ....S&S E
Ignition: ......Mallory, electronic
Pipes: ....Chica Custom Cycles

Transmission

Make: ....RevTech
Year: 2003
Shifting: ......hand-shift 5 speed
Special features: ....hydraulic foot clutch

Painting

Painter: ....Rick Walker, West Coast Color Works
Color: ....black
Type: ....House of Kolor
Special paint:......pinstriping by Bob Iverson

Frame

Maker: ....Chica Custom Cycles
Type: ......single downtube rigid
Rake: ....about 38 degrees
Stretch: ....4 inches in the backbone
Other alterations: all hand-built

Accessories

Handlebars: ......Chica Custom Cycles
Risers: ....none
Handlebar controls: ....internal throttle, knucklehead front brake lever
Fender: ....Chica Custom Cycles
Headlight: ..Ted's V-Twin Cycle
Taillight: ....Ted's V-Twin Cycle
Speedo: ....universal 2-inch
Pegs: ....floorboards
Electrics: ......handloom Chica Custom Cycles
Foot controls: ......Performance Machine Custom application
Gas tank: ....Chica Custom Cycles
Oil tank: ....2-piece, Chica Custom Cycles
Oil system: ....S&S
Seat: ....Ted's V-Twin Cycle
Mirrors: ....none
Grips: ......vintage reproduction Custom Chrome

Front end

Type: ....springer
Extension: ....4 inches over
Builder: ......Ted's V-Twin Cycle

Wheels

Front

Size: 16-inch
Hub: ....star hub
Rim width: 3-inch
Tires: ....Coker
Brakes: ....drum

Rear

Size: 16-inch
Hub: ....star hub
Rim width: 3-inch
Tires: ....Coker
Brakes: ....drum

Special thanks: ..Rick Walker and Bob Iverson, Jun, Randy

Contact: ....
Chica Custom Cycles
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Photos: ....John Wycoff

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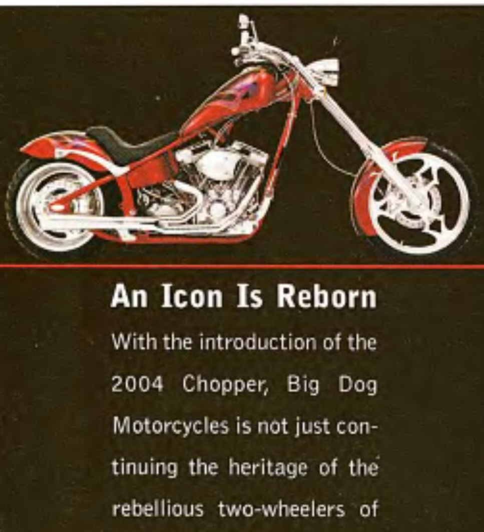

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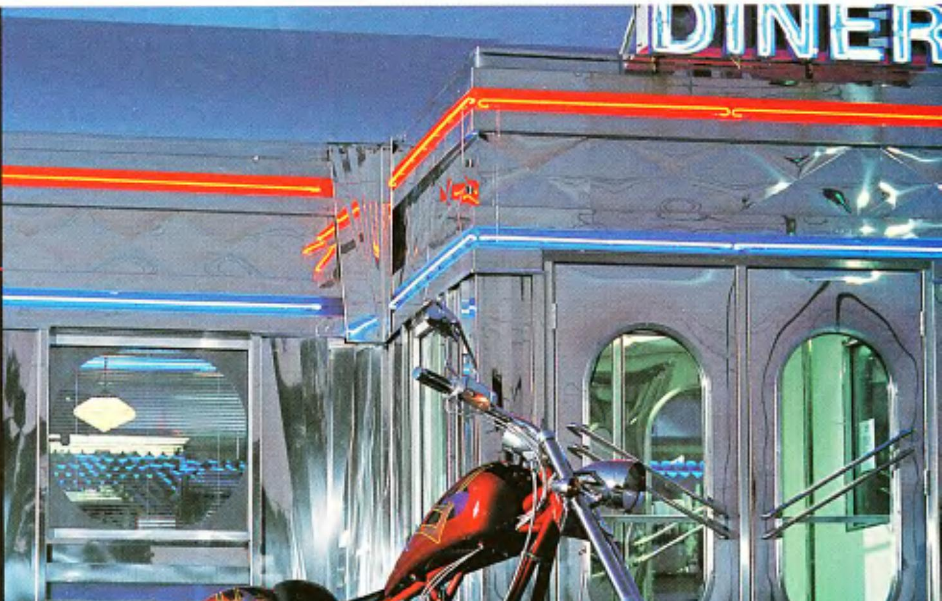

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ONE FROM THE WIZARD

SPEED MERCHANT

"Paul Yaffe isn't the only guy with a bike that'll spit fire. This one'll throw flames, too, 13 feet in the air!" Bob Phillips obviously gets a kick out of that, but we're getting ahead of ourselves here, because...

there's a lot more than just pyrotechnics happening with this bike. There's one pretty wicked motorcycle behind those shooting flames, a motorcycle with definite attitude.

"It's one we've been thinking about for awhile," says the man who built it, completing the project just before last year's Daytona Bike Week. "Originally we'd been contracted by the late and lamented Merch to build the bike as a sort of promo piece," Bob tells us. "That's why the name is 'Speed Merchant.' That's the name we started with and it stuck. In fact, we'd already started on a second bike for them before the plug was pulled, something called 'Precious Merchandise.' We'll finish that one later this year." It's this one-off we're concentrating on right now, though, and the theme—as if there were any question—was retro-drag.

"We like to build 'depth' into our bikes," Bob says, and this one is as deep as a well. The more you look the more you see here. The build started with a Redneck Engineering Low Life frame, and that, along with that big-inch Merch engine and the Sportster front end, about covers the list of ready-made parts.

Bob Phillips Design motorcycles are hand-built and this one continues the tradition. "I'm proud to be able to say I made this or I made that," Bob says. "That's what we specialize in around here, handmade and one-off pieces."

Bob's had plenty of practice, too; he's been at this for 27 years "building these things before they were fashionable." He grew up around an aircraft plant in Vero Beach, Florida, has done stints with Mercedes-Benz and Ferrari and has been at his current location in Coconut Creek, Florida, for almost a decade, working with ace shop hands Neil VanNess and Sal. The guys will get some TV time soon for a Discovery Channel *Great Biker Build-Off* they'll tape this summer. "No one's telling us who the competition is, though," Bob

muses. "Guess we'll just have to wait and see."

Whoever it turns out to be will have to stay on his toes. Bob Phillips Design has the chops. Besides the overall look going on here, there's detail galore. Like the brakes. Bob made up the bike's brake system from various bits and pieces lying around the shop, and some pretty exotic pieces they were for the rear. Notice that big disc? "It's a clutch plate from a Ferrari Formula One car," Bob tells us, giving a hint just how deep this guy's moto-interests, and resources, go.

Besides the obvious (motorcycles and exotics like the racer that the now-brake rotor came from) Bob has a nasty '41 Willys coupe he plays with. He is also a dealer for a series of English-built, open-wheel racers called Radicals, tube-chassis cars powered by seriously hyped Suzuki Hayabusa engines putting out upwards of 300 horsepower. "They're missiles," he says, smiling at the thought. Oh yeah, Bob built the wheels those pretty special brakes slow down, too, lacing them up from more bits found around the shop.

The rear fender was made up at Bob Phillips Design as well, "beat out of a flat piece of metal." The gas tank is another bit of BPD business, this time starting with a Harley Sportster tank and then cutting it and changing it and mounting it beyond all recognition.

"It's actually a split 2-piece tank now," Bob explains. "We draped it over the backbone. There's a filler up there for the oil. This bike carries most of its oil in the frame."

Have you caught those little touches of red throughout the bike? "I'm big on accents," Bob says. "I add them wherever I can." That's red powdercoat up on the handlebar and around the wheel hubs, red ceramic on the exhaust, and that's a special-order Pingel chain.

Speaking of Pingel, the bike's air shifter came from them as well. That's right, air shifter. Have to stay with that drag race theme, right? There's nitrous in this mix, as well, and just for good measure, those flamethrowers on the pipes.

Attitude? This one has it to spare. Too bad Merch wasn't able to see it through. With this bike as an indication of what Bob Phillips is capable of that Discovery Channel show should be action packed. As they say in show biz, check your local stations and stay tuned.

—Joe Kress

Owner: ....Bob Phillips
City:....Coconut Creek, Florida

General
Designer: ....Bob Phillips Design
Fabrication: ....Bob Phillips Design
Year/make: ....2003 Wizard
Model: ..Special Constructiont
Assembly: ....Bob Phillips Design
Time: ....3 months
Chroming:........Atlantic Plating

Engine
Year:.......................2003 Merch
Rebuilder: ....Merch/owner
Displacement:...........120 cubic inches
Ignition:.......................magneto
Lower end: ....Merch
Balancing:.......................Merch
Cam:..............................Merch
Lifters:..............................JIMS
Carb:...........................DaVinci
Air cleaner: ......Thunder Cycle
Pipes: ......Bob Phillips Design

Transmission
Year/make: ....Baker
Shifting: foot, Pingel air shifter

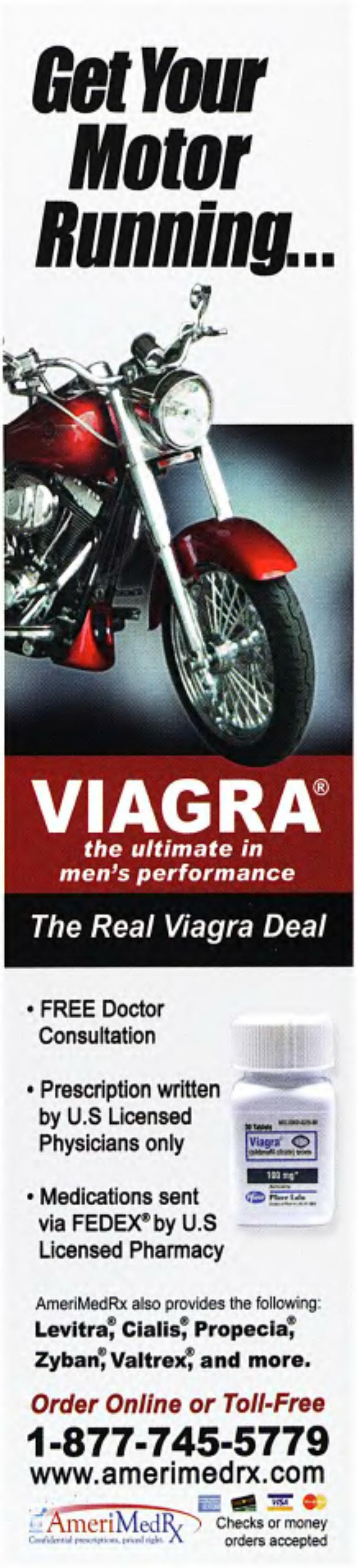
Painting
Molding: ..Bob Phillips Design
Painter: ....Bob Phillips Design
Color: ....Merch green
Type:..................Speis-Hecken

Frame
Year/make: ......2003 Redneck Engineering
Type: ....Low Life
Rake:.......................45 degrees
Stretch:..........................6-inch

Accessories
Handlebar:Bob Phillips Design
Handlebar controls: CCI
Fenders: ....Thunder Cycle
Headlight: ....Headwinds
Taillight: ....Bob Phillips Design
Pegs: ....Bob Phillips Design
Foot controls: ......Bob Phillips Design
Gas tank: ....Bob Phillips Design
Oil tank: ....oil-in-frame, accessory Moon tank
Seat: ....John Pellicon
Mirrors: ....Thunder Cycle
Grips: ....ART

Front end
Type: ....Sportster
Builder:..........Harley-Davidson

Wheels
Make: ......Bob Phillips Design
Size: ....18 x 9 rear, 21 x 2 1/2 front
Tires:................................Avon
Brakes: ....Bob Phillips Design
Photos: ....Michael Lichter



What biker heaven must look like. —*Derek Weinberger, riding home to Medicine Hat, Alberta, from Harley's 100th.*

USA or bust! With a hip, retro paint job on his hack. —*Staff Sgt. Victor Colon, 10th Mountain Division (Q-West Airfield, Iraq*

It's an 80-mph sun lounge/tanning salon! *—Red Dawg and Tinker Bell, Four Corners Run, Ignacio, Colo.*

It's a face-off in the desert. *—Dave Rivedal, Laughlin River Run '04*

Indian Larry with select squaws. *—Gus Tejeda, Laughlin, Nev.*

Alaskan biker and friends, H-D 100th. *—M.J. Roche, Milwaukee, Wis.*

She's worth fightin' for. *—Wingman Chris Abel, San Antonio, Texas, on "vacation" at Camp Spearhead, Kuwait*

One hooter for Billy and one for Larry? *—Pauline, Laughlin, Nev.*

Popsicle cycles on Super Sunday. *—Rob Lailer, Waldoboro, Maine*

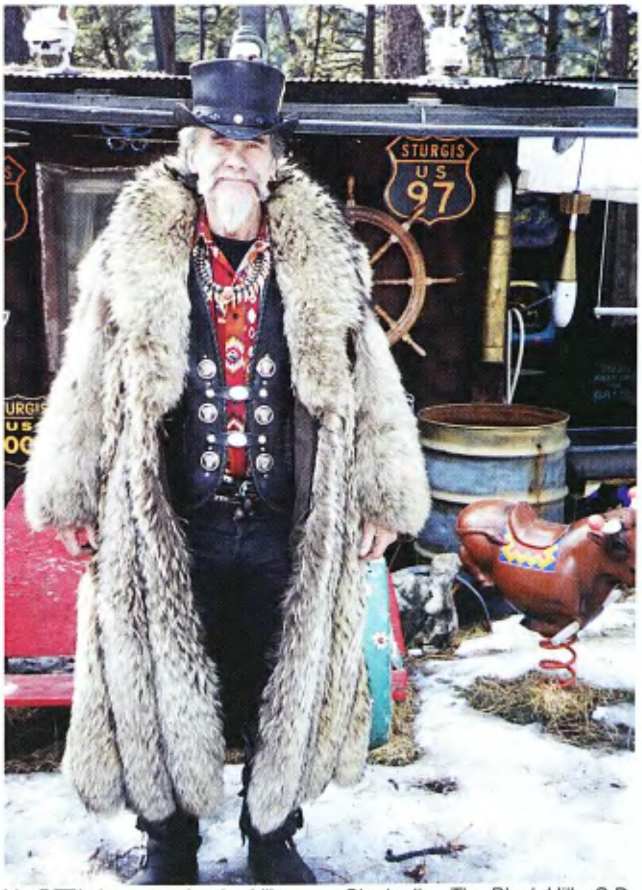
Hooters elves at a kids benefit. *—Max Adams, Richmond Hill, Ga.*

Hitched: May 30, 2003. *—Jeff and Shirley Overmyer, Findlay, Ohio*

They're keepin' cool and perky in the summer heat of the Midwest. *—Tim Anderson, Freedom Rally, Algona, Iowa*

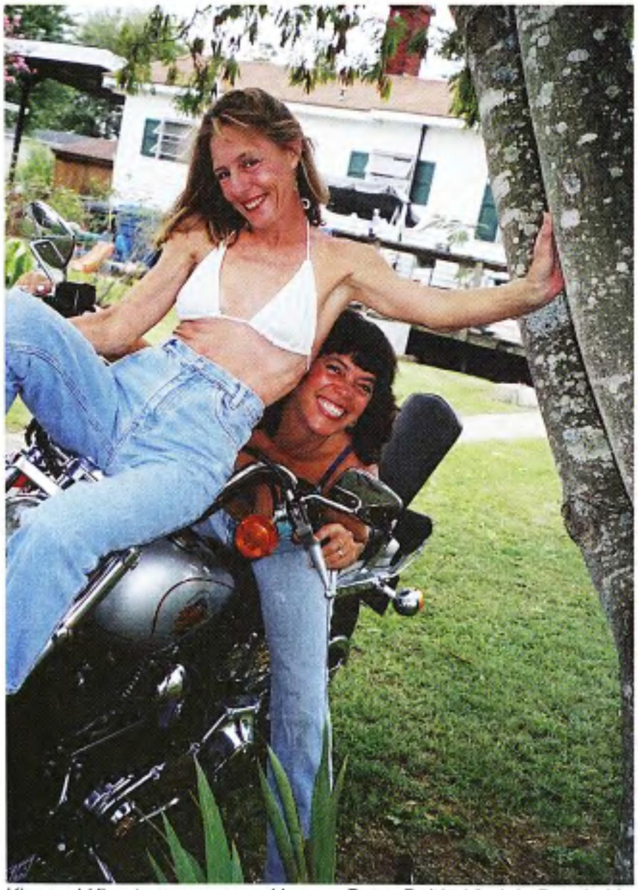
In memory of a lost brother. *—The Lucky 7, Sturgis 2003*

Springer Robin with weather report. *—Ray Villarreal, Texas*

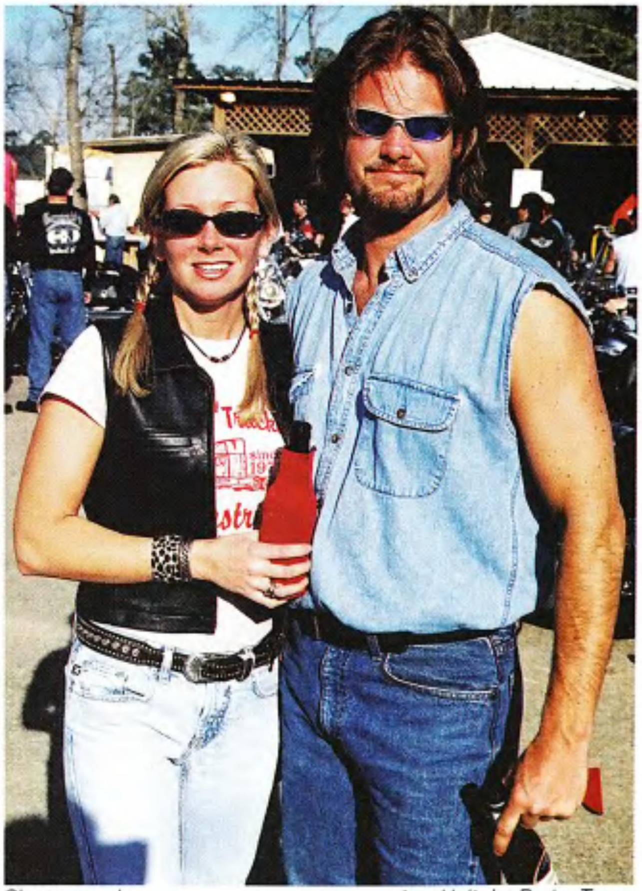


Yo, PETA, he eats what he kills. *—Single Jim, The Black Hills, S.D.*

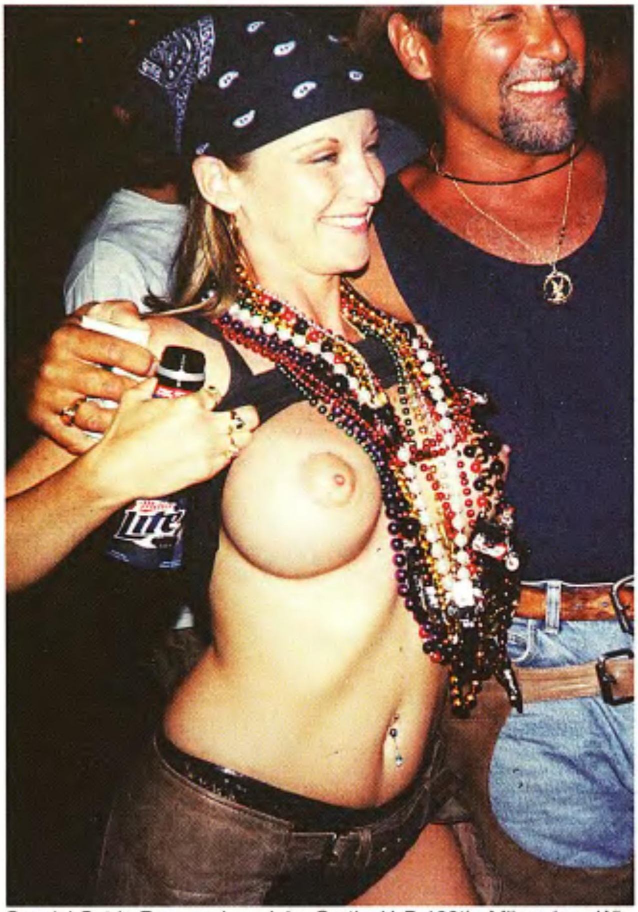
Ready for the new hit reality TV series? *Nude Biker Survivor.* *—Chris Olsen and Bare Butt Boys at Bear Butte, Two Harbors, Minn.*



Kim and Kim, two peas on a Hog. *—Doug Robb, Virginia Beach, Va.*



Classy couple. *—Les Holt, La Porte, Texas*

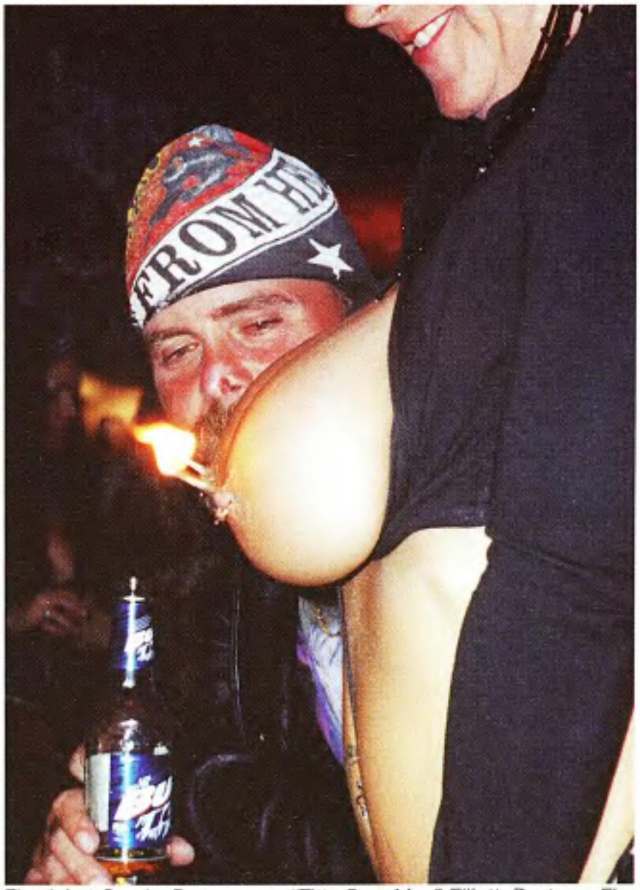


Special Get In Free card. *—John Curtis, H-D 100th, Milwaukee, Wis.*

John Derringer cues-up Nicole and Lesley. *—Scags, Jacox H-D, Ont.*

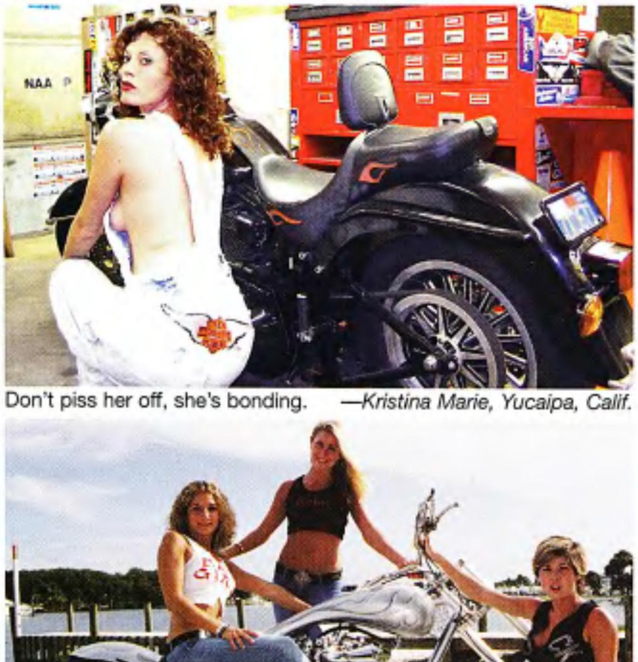
The Klustrfuk MC gathering. *—Jim Talsma, Grand Rapids, Mich.*

Feelin' their way. *—Pauline Ortiz y Pino, Laughlin River Run 2004*

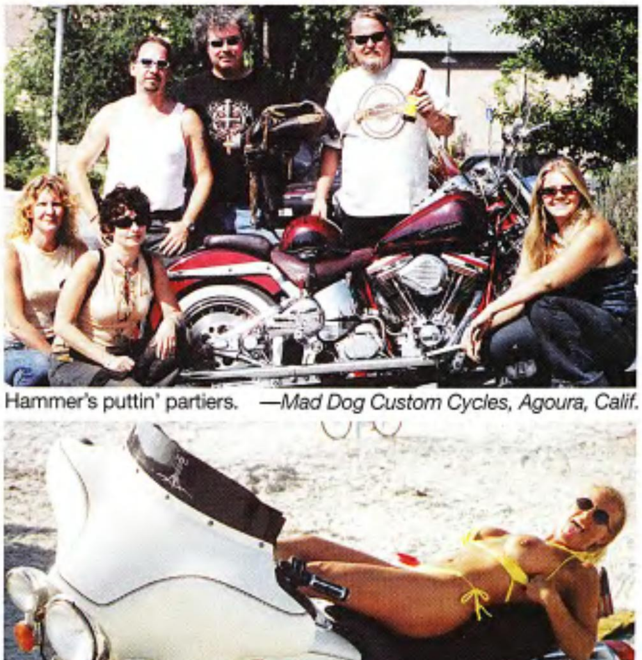


Flamin' at Crooks Den. *—"Titty Cam Man" Elliott, Daytona, Fla.*

Mike Reeves, jammin' to the Harley 100th on his righteous shovel. *—Paul "Houston" Reeves, Athens, Ala.*

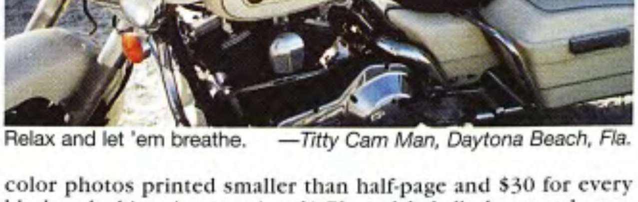


Don't piss her off, she's bonding. *—Kristina Marie, Yucaipa, Calif.*



Hammer's puttin' partiers. *—Mad Dog Custom Cycles, Agoura, Calif.*

Four more things we'd like to ride. *—Katmandu, Stuart, Fla.*



Relax and let 'em breathe. *—Titty Cam Man, Daytona Beach, Fla.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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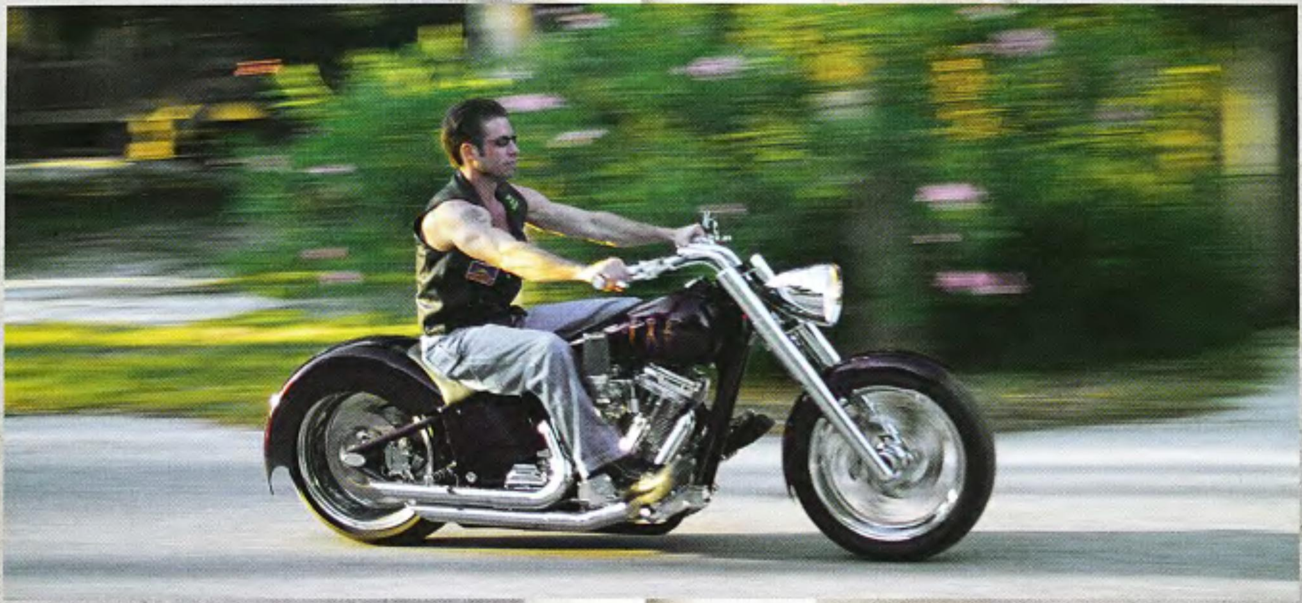


NO PAIN-ALL GAIN NASI CUSTOM

Dr. Chivas James hangs his shingle out in Sarasota, Florida, but likes to hang it all out when he rides. When his Fat Boy suddenly lost some weight after kissing the pavement, he took the insurance check over to Jim Nasi looking for a prescription for performance.

"He stopped by our booth at Daytona and looked over our display of bikes. He saw the frame/fender combination he liked and then told us he wanted a big engine and nitrous to go with it," says Jim. "But we managed to convince him to pass on the nitrous after he lifted his shirt and showed me a whole side full of road rash. Let's say it looked painful, but he was still smiling. He also wanted a deep dark purple paint job with a lot of airbrushed naked girls and 'XXX' on the side of the tank. That was before the Van Diesel film so I think it referred to adult movies."

GIRLS GONE WILD

Dr. James carried his triple X theme from one end of the bike through to the tail light treatment. The design is based on a tattoo image he liked: a skull shaped out of naked women's bodies. "We're known for making LED skull taillights where the eyes light up so he wanted this one's eyes to light up, too."

While they originally went over the project bike details at Daytona Bike Week, the phone was already ringing when Jim got back to his shop in Phoenix; the good doctor was anxious to get his new ride in motion. Jim began the orchestration process as the JNC team began by stretching a Daytec frame then draping it in some finely fabricated JNC custom sheet metal including their cool internal strut rear fender.

After the prep work was completed, a Merch big inch was bolted in along with a Baker 6-speed while the comfort zone was expanded via a Legend Air suspension system. And to realize Dr. J's girls-gone-wild paint scheme dreams, JNC turned to Deanos who brought some serious passion to the purple main coat. You could say the girls really flock around this bike in more ways than one.

By the way, Dr. James is into pain. Well, into making pain go away. An expert in pain management and treatment he's a practicing physician at Pain Medicine Consultants in Sarasota. However, after taking charge of his new Nasi custom, he's reportedly feeling no pain.

Meanwhile the big news from JNC is the release of their whole product line through Drag Specialties including 250 kits for stock Harleys that includes their internal strut bolt-on fender. For more info visit www.jimnasicustoms.com or call 1-800-964-NASI. —*Paul Garson*

Owner: ....Chavis James
Designer: ....Jim Nasi Customs

General

Fabrication: ......Jim Nasi Customs
Year and make: 2003 Nasi Custom
Model: ....Special Construction
Assembly: ....Jim Nasi Customs
Time: ....long enough
Chroming: ....McLec

Engine

Year: 2003
Model: ....Merch
Rebuilder: ....Merch
Ignition: ....Dyna 2000i
Displacement: ....120 cubic inches
Lower end: ....Merch
Balancing: ....Merch
Pistons: ....Merch
Heads: ....Merch
Cam: ....Merch
Lifters: ....Merch
Carb(s): ....S&S
Air cleaner: ....Wimmer Velocity Stack
Pipes: ....Sampson Big Guns
Transmission: ....Baker 6-speed
Shifting: ....UMI

Painting

Painter: ....Deanos
Color/type: ....purple
Special paint: ....lots of naked girls

Frame

Year: 2003
Builder: ....Daytec
Type: ....hidden-shock
Rake: ....40 degrees
Stretch: 2-inch
Shocks: ....Legend Air Ride

Accessories

Bars: ....Drag
Handlebar controls: ....PM
Fenders: ....Jim Nasi Customs
Headlight: ....Headwinds
Taillight: ....Jim Nasi Customs
Speedo: ....none
Pegs: .... UMI
Electrics: ....Jim Nasi Customs
Gas tank: ....Jim Nasi Customs
Oil tank: ....Ness
Oil system: ....S&S
Seat: ....Guy Tieman
Mirrors: ....Jim Nasi Customs
Grips: ....Jim Nasi Customs

Forks

Type: ....Perse
Builder: ....Perse/JNC

Wheels

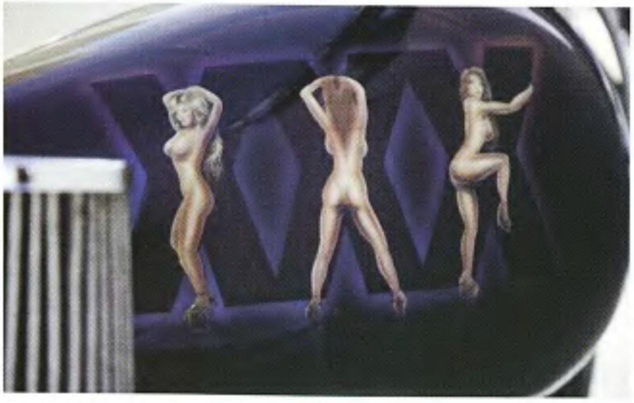
Front

Size: .... 18 inches
Wheel: ....RC Components
Tire: ....Metzeler
Brake: ....Performance Machine

Rear

Size: .... 18 inches
Wheel: ....RC Components
Tire: .... Metezler 240
Brake: ....Performance Machine

Photographer: ....Paul Mobley



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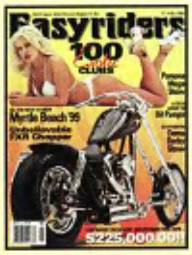

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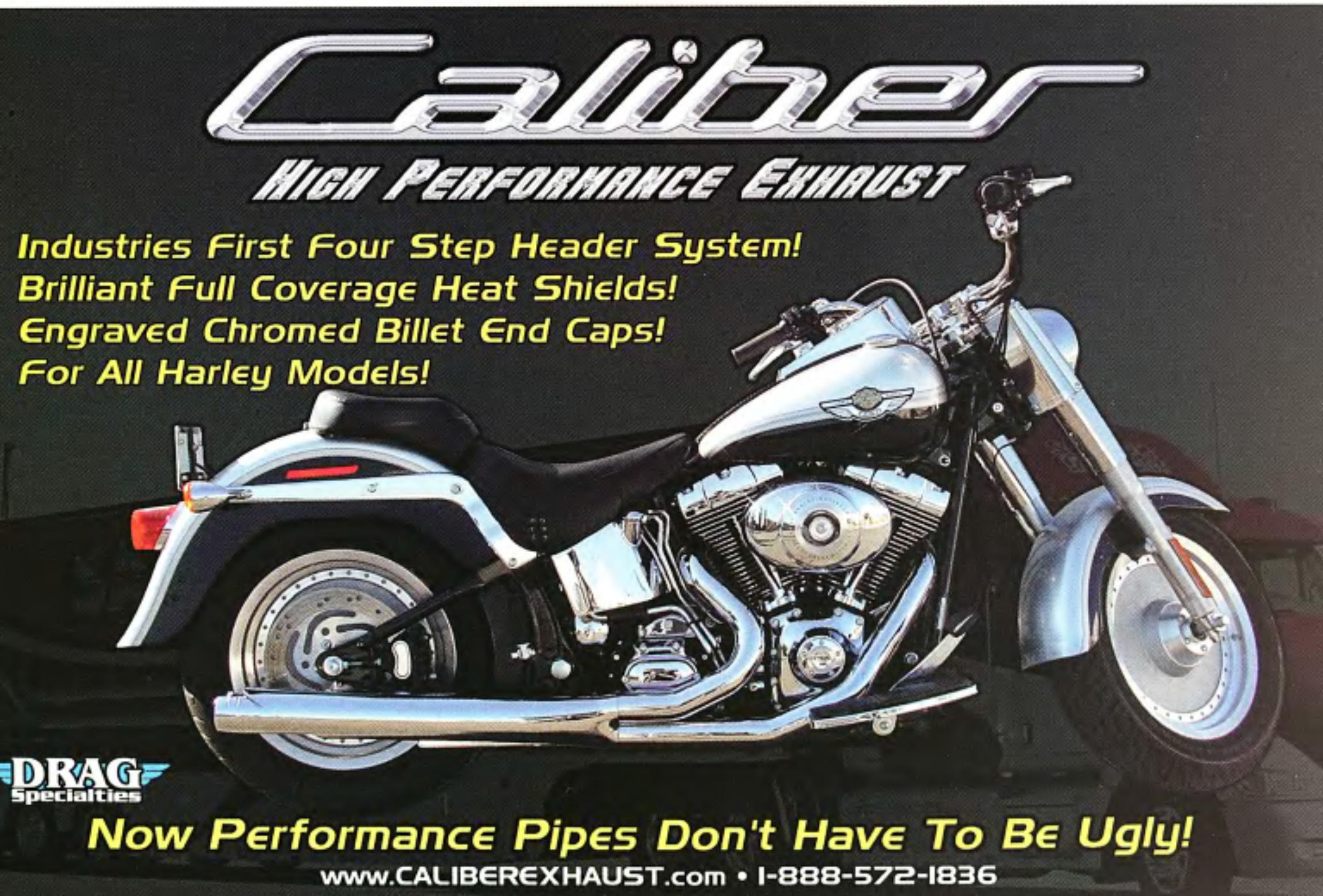


Meet April's Winner

Here she is, your winner of April's Fox Hunt contest, just your typical "girl next door," Juli. No, I'm not referring to the movie about the ex-porn star, I'm talkin' about the actual girl next door. You know, the one you watch, through your handy binoculars, while she's washing the dishes, doin' the laundry, exercising in her living room...that's right, in total "stalker" fashion. Living in the Show Me state, I'm sure Juli's heard all the "C'mon, show it to me, show it to me," whispers coming from both sides of her neighbor's fences, that's why she was more than willing to fly out to Charlotte for this photo shoot. Unfortunately she still had to listen to the "show me" whispers from our photog, while she was posing on JoAnn Bortles' bike. Maybe it was the girl-girl thing, I dunno. To see a little more of this vixen, flip to Page 98. For photos NOT seen in the mag check her out on the Web at the home of Easyriders Radio, Americancycletalk.com. *—Howie Feltersnatch*

Angelica—Kentucky

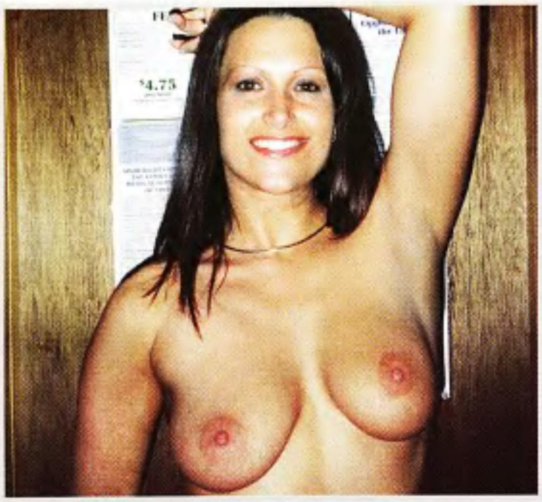
#0901

"All I can say is that my first ride on a Harley was just an orgasmic experience. OK, so everyone writes that. It was a lot of fun and I enjoyed it."

Amy—Wyoming

#0902

"The first time I was taken on a ride, I was amazed at the vibration and the big machine between my legs. Let's just say...unforgettable."



Colleen—Wisconsin

#0903

"I liked riding the Fat Boy in chaps and no panties. Next time, I'll have to try the bike!"

Lucky—Missouri

#0904

"My first was when I was 16, through the sugar cane fields in Hawaii. I've loved it all ever since."

Spring—Georgia

#0905

"My first ride on a Harley was both exciting and scary at the same time. I was really scared when we first got started but, after a little while, it was a rush."

Stephanie—Florida

#0906

"My first ride was on a XL883. It was wonderful. My boyfriend of 10 years took me. He's wonderful. He works for Harley and they're wonderful."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #375 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes August 1, 2004. The voting deadline for this month's crop of cuties is August 31, 2004. We'll announce the winner in the January 2005 issue.

Here she is, your May 2004 monthly Fox Hunt winner, our little desert flower, Laurie, No. 0502 from Arizona. Come back and see a lot more of her next month!

375

FOX HUNT
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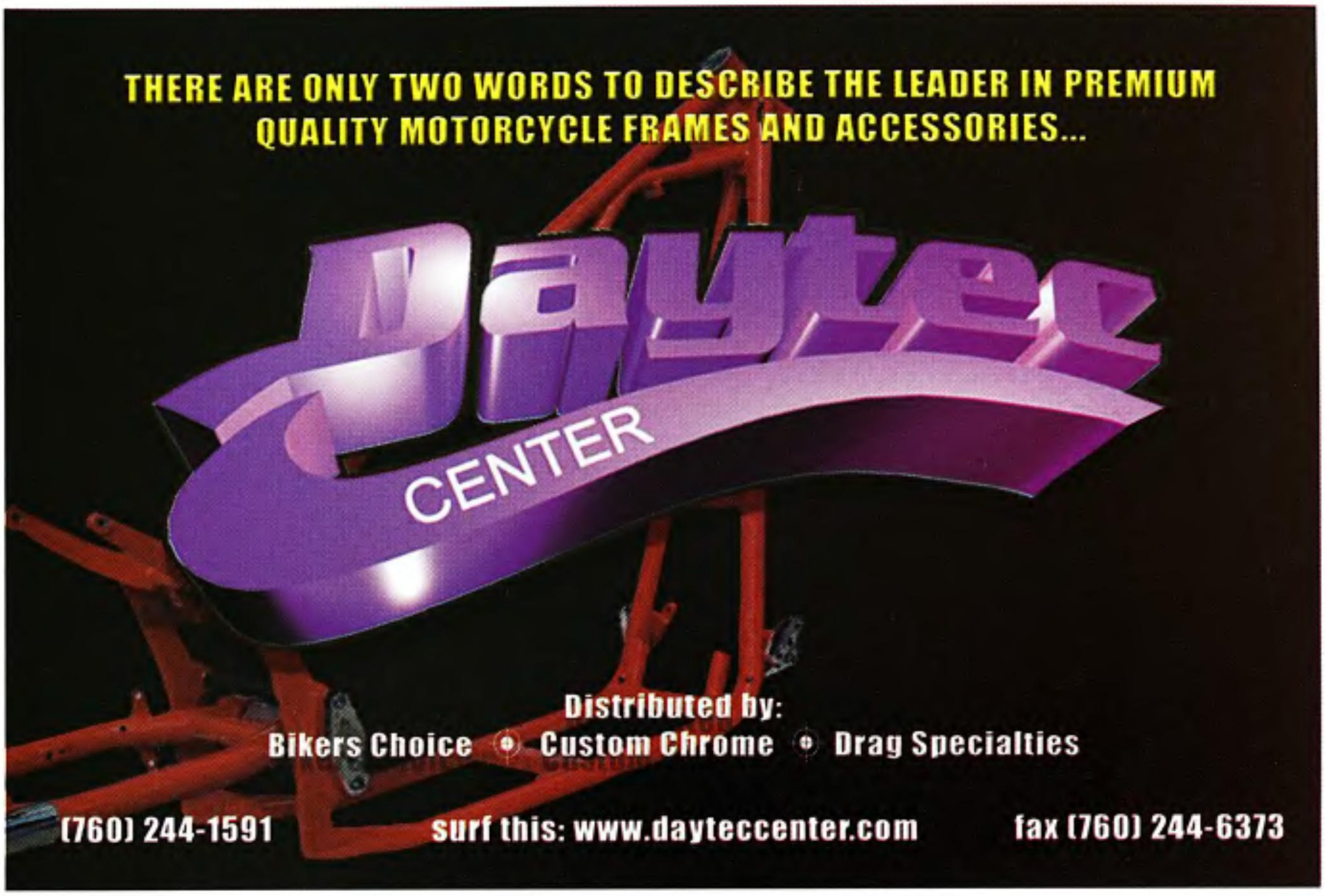
Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Date of Birth ________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



GOING STRAIGHT *(YOUR BIKE THAT IS)*

In order to go straight on your bike you need the front and rear wheels going the same way. If not, when you smoke your tire you'll go sideways. The same thing will happen when you nail the brakes hard.

If your bike has ever felt like it was on ice or began to wobble at high speed, you need this tool! It will show you the misalignment of your wheels, the root cause of your problems.

With a little practice using the tool, a minute or two should be all that's needed to see the misalignment of the wheels.

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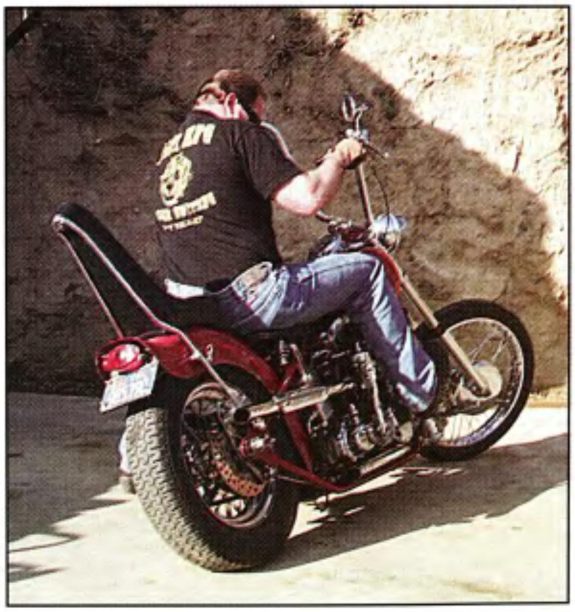

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A TALE OF FRIENDS, FAVORS AND FAT, FAT RUBBER

WELCOME TO THE FAST LANE

Stranger things have happened, but as far as Mike Stafford, owner of MGS Custom Bikes of Lancaster, California, is concerned this story was strange enough. Not knowing that a chance "meeting" one day would turn into an outright whirlwind that would create the Outlaw Killer 280 chopper you see here, Mike was taken by surprise, but to all the right places.

Seems Mike got off on the wrong foot with Kevin from Big Bear Choppers at a show some time back as the usual chaos ensued with vendors setting up and nerves running a little thin. By the end of the day, Kevin and Mike were havin' a drink together, and as a sort of peace offering, Kevin bestowed Mike with the first of the then-very rare Metzeler 280 rear tires.

It was a loan and Kevin wanted it back in two weeks, so Mike took advantage of this rather short period of time to get a chassis built. Erwin, owner of Diamond Chassis, lent his shop and ace welder Travis to the project, constructing the brand-new chassis around the new Metzeler in a mere two days.

For this, Erwin stipulated that the frame had to be ready as a roller for display at the Long Beach Bike Show that June, which oddly enough, coincided with the time Mike had to return the 280

tire to Kevin and the crew over at Big Bear Choppers.

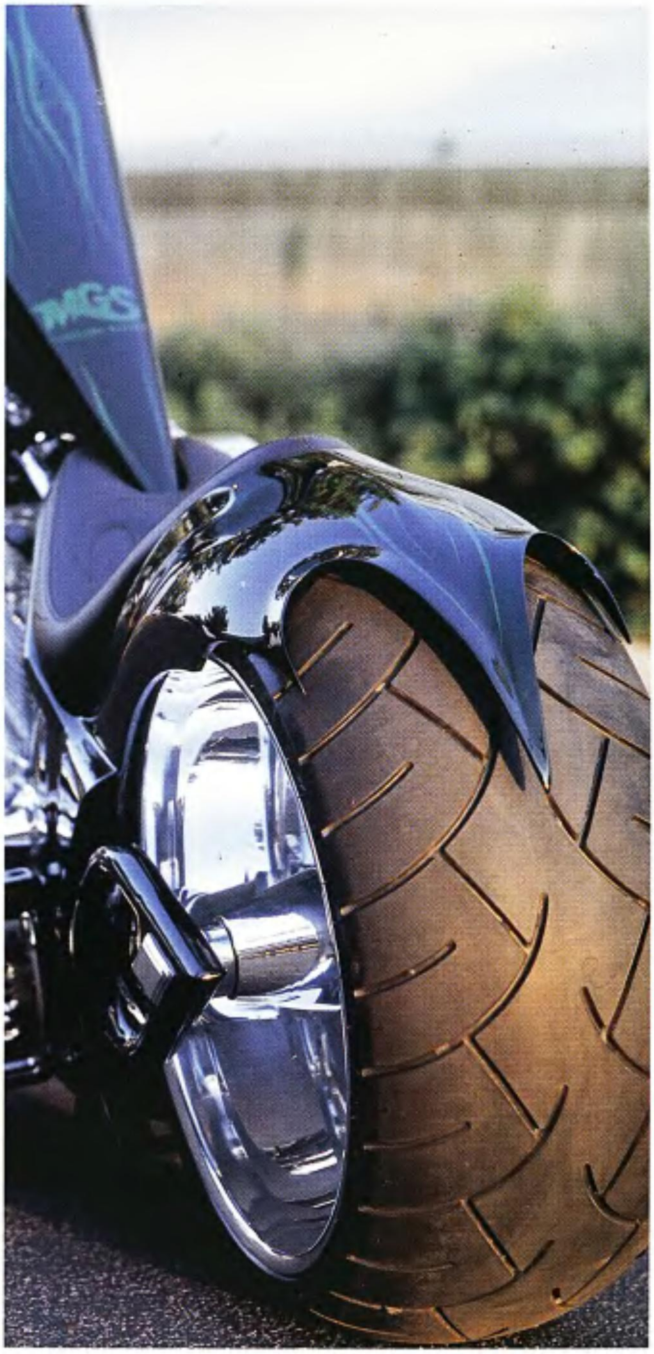
This was all well and good, but Mike had more than a tough time finding a rear wheel for the massive meat. Things were looking bleak, but Weld Racing came through just in time to get the new, massive chassis rolling to Long Beach. Mike somehow managed to pull it off in just a few weeks—something that would take most anyone else months to do.

Don't look for a repeat any time soon, though, because after finishing the Outlaw Killer, a task that involved making damn near everything (fenders, tanks, motor mount, pipes just for starters), Mike and his wife took off on a show tour that would exhaust even a rock group like Metallica.

The grueling schedule paid off, though, MGS got the recognition they deserved and the Outlaw Killer was snapped up at the Daytona show by a buyer who was hooked at first glance.

So if ya think about it, things worked out pretty damn well. And needless to say there are more MGS choppers in the works with even bigger tires, new radical chassis and more cooler-than-hell sheet metal. My bet is that he takes just a little longer than two weeks next time.

—*Wordman*



Owner: ....Mike Stafford
City: ....Lancaster, California
Designer:........MGS Custom Bikes

General

Fabrication: ....MGS Custom Bikes
Year and make:..............2003 MGS
Model: ....Outlaw Killer
Assembly: ....MGS
Time:..................................3 weeks
Chroming:..................Valley Plating

Engine

Year:.......................................2003
Model: ....S&S
Rebuilder:..................Dave at Rose City Cycles
Ignition: ....Spyke
Displacement:......113 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Heads:.....................................S&S
Cam:.....................................Crane
Lifters: ....S&S
Carb: ....S&S
Air cleaner: ....S&S
Pipes: ....MGS F4

Transmission

Year:.........................2003 5-speed
Modifications: ....none
Shifting: ....foot

Painting

Painter:......................Little Designs
Color: ....organic green candy
Type:.......................................PPG

Frame

Year:.......................................2003
Builder: ....Diamond Chassis
Type: ....280 hidden-shock
Rake: ....42 degrees
Stretch: ..8 inches up, 5 inches out
Shocks: ....Legend Air Ride

Accessories

Bars: ....MGS
Handlebar controls:....Performance Machine
Fender(s):...............................MGS
Headlight:......................Headwinds
Taillight: ....Hi-Tech
Speedo: ....none
Pegs:..............................Accutronix
Electrics: ....Harold Kent and John Rose
Gas tank: ....MGS
Oil Tank:..................................MGS
Oil system: ....S&S
Primary cover: ....Hi-Tech
Seat:..Jerry Noone's Custom Trims
Grips: ....Accutronix

Forks

Type: ....inverted
Extension: ....18 over
Builder: ....Solid Ride

Wheels

Size: ....21-inch front, 18 x 10.5 rear
Builder: ....Weld Racing
Tires: ....Metzeler
Brakes: ....RevTech

Other Special Modifications: ......
All sheet metal by MGS Custom Bikes, MGS custom motor mount

Photos: ....John Wycoff

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#46-132 Cutout Stem Right and #46-133 Cutout Stem Left $29.90 pr.
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FEATURING MICHAEL LICHTER

ERA OF THE MOTORCYCLE

Our own two-wheeled photographer Michael Lichter has been getting well-deserved props recently. Not only is he known around the world for the photos he takes for *Easyriders* and *V-Twin* magazines, but also for his truly excellent book on Sturgis and for the museum shows he orchestrates, as seen at The Journey Museum in Sturgis, South Dakota, for the past three years. But during Daytona Bike Week this year Michael also helped the Museum of Arts and Sciences in Daytona, Florida, with their excellent *Era of the Motorcycle* exhibit, which featured 80 unique antique and custom bikes as well as Michael's photography. The first-time exhibit just off of Nova Road was a must see.

The show ran from February 27th through April 25th showcasing antique bikes that spanned motorized history from pre-World War II to a rare shovelhead XLCR, all on display in a pristine museum setting. The museum's Patty Thalheimer along with bike enthusiast Alan Brewer put together this tribute to two-wheelers, which also introduced modern day moto-marvels by custom builders such as Arlen and Cory Ness and Orange County Choppers which brought in crowds of eager bike fans throughout the week of the Daytona Rally.

The museum boasts a large collection of American, Chinese, African and Cuban fine decorative art as well as such diverse offerings as railroad cars, teddy bear collections, 18th through 20th century furniture, paintings, sculpture and decorative arts. You'll find a large display of Coca-Cola artifacts, vintage racecars, and curiosities that reach back in time to the dawn of man. Once such oddity is the 13-foot-tall skeleton of a giant sloth. For those interested in wonders that exist outside our planet the museum features a state-of-the-art planetarium as well.

Outside the museum, a ride-in bike show offered an odd collection of motorcycles, from classic panheads to bizarre European Flash Gordon machines in the serene, wooded grounds of the property.

The Museum will present a bike show during Bikertoberfest (the show will run October 16th through the 24th) showing over 30 vintage, rare and custom motorcycles. For information on Daytona's Museum of Arts and Sciences, visit www.moas.org or call 386-255-0285.

—Phantom

Photos: Michael Lichter and Steve Temple

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Easyriders

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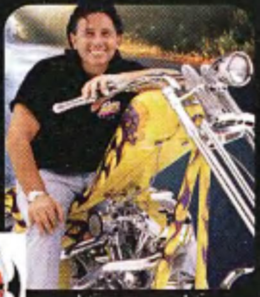
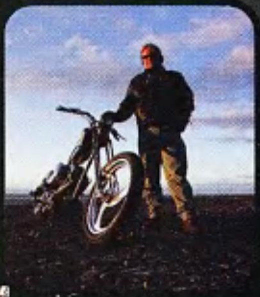
CORY NESS

CHICA



EDDIE TROTTA



KENDALL JOHNSON

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THE RIDE OF CRAZY HORSE

GOOSENECK

JoAnn "Crazy Horse" Bortles is fast becoming a household name in the world of custom motorcycle painters. She has been putting killer custom graphics on some of the best stuff that rolls down the road since she was 19 years old. The past 10 years of marriage to artistic fabricator Jim Bortles has been one great ride. If you said they make beautiful motorcycles together, you'd be right.

The huge amount of thought required by the evolutionary process it took to create this bike was an awesome vision for the bike building and riding couple. JoAnn loves the custom Harleys that are coming out of the garages of Japanese builders like Zero Engineering and Chica so much that she had her sights set on a really simplistic, minimal design.

She ordered one of Santee's first Chica gooseneck frames ever. All the oil tanks Jim looked at were way too big for the little gooseneck frame, so he built a custom tank from a piece of pipe. When he fastened it under the seat, all these one-off ideas started to hit him.

What began as a clean and basic gooseneck bobber, turned into the bike with the most fabrication time of any Jim had ever done. He hand-formed the fenders to include raised ribs and points, along with a hand-stretched tank.

All of Jim Bortles' life, he has had one

constant, and that has been motorcycles. Building a bike is nearly a spiritual experience for him, a journey to his ethereal center, like a ride home. That's a big part of what makes this gooseneck a real show winner.

A colorful history of painting custom rides didn't make it any easier for JoAnn to pick out the perfect paint job for her gooseneck. Jim suggested that she paint flames that, "look like real flames, but still look like regular flames." After taking examples of their idea to nearly everyone they could show it to, the Bortles' committed to the hot and wild graphics you see here.

With every bike they build, Jim and JoAnn find something to disagree about. The biggest argument they had over JoAnn's gooseneck was the details about the belt drive covers. JoAnn chose a BDL belt drive because, not only is it her choice as the best on the market, it is also one of the cleanest looking. After Bob Galetti from BDL got the belt drive unit to the Crazy Horse garage, Jim announced that he was going to cut slots into those perfectly smooth, round covers.

Though it is JoAnn's bike in every way, Jim would not budge on his decision to perform the machining artistry that was welded into his mind, so it was either let him cut the slots, or get a divorce. We're can tell you they are still happily married.

Easyriders

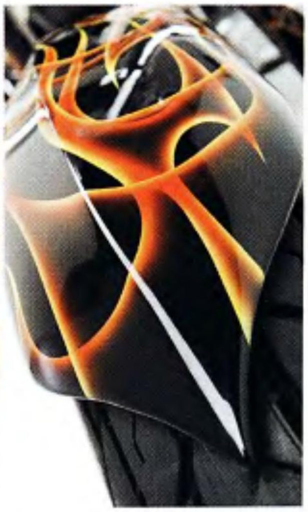
This bike is the best way Jim could think of to let JoAnn know how he feels about her, since he really put his heart into it.

JoAnn and Jim are building two or three very special custom rides every year. Special because of their simplicity and their unbelievable balance and rideability. These bikes come from a guy who has ridden his own hardtail chopper across the country several times. Check out www.crazyhorsepainting.com to see some of the beautiful rolling art they've created over their years together, and while you're there, pre-order a copy of JoAnn's new book from Motor Books International, *How to Custom Paint Your Motorcycle & Airbrush Techniques*.

Since her gooseneck is the supreme expression of Jim's love for her, JoAnn will have second thoughts about parting with it. The other reason she wants to hang on to it, is that it rides so good.

And speaking of a good ride, who wouldn't want to take Fox Hunt winner Juli here for a little spin—pigtails and all?

—Old Cheese



Owner: ....JoAnn Bortles
City: ....Waxhaw, North Carolina

General
Fabrication: ....Jim Bortles
Year/make: ....2004 Crazy Horse Chopper
Model: ....Special Construction
Assembly: ....Jim Bortles
Time: ....4 months
Chroming: ....S&H

Engine
Year: ....1999 Evo
Builder: ....Harley-Davidson
Ignition: ....Compufire
Displacement: 80
Cam: EV-27
Carb: CV
Pipes: ....X-Pipes by Paul Yaffe

Transmission
Year/make: 2003/H-D

Painting
Molding: ....Collision Bike Works
Painter: ....Collision Bike Works
Color: ....black
Type: ....House of Kolor
Special paint: ....flames and clearcoat by JoAnn of Crazy Horse Painting

Frame
Year/make: ....2003 Chrome Specialties
Type: ....gooseneck
Rake: ....38 degrees
Stretch: ....none
Shocks: ....spring seat
Modifications: ....Jim Bortles

Accessories
Handlebars: ..Z Bars by Paul Yaffe
Risers: ....Deuce
Handlebar controls: ....BDL
Fenders: ....Jim Bortles
Headlight: ....Custom Chrome
Taillight: ....Jim Bortles
Speedo: ....Arlen Ness
Pegs: ....Billet Concepts
Foot controls: ....Billet Concepts
Electrics: ....Jim Bortles
Gas tank: ....Jim Bortles
Oil tank: ....Jim Bortles
Primary: ....BDL
Seat: ....Jim Bortles, John Addis
Mirrors: ....Custom Chrome
Grips: ....Arlen Ness

Front end
Type: ......39mm, adjustable forks, 3-degree trees
Builder: ....Harley-Davidson

Wheels
Make: ....Custom Chrome
Hub: ....Custom Chrome
Size: ....16 x 5.5 rear, 21 x 2.15 front
Tires: ....Avon
Brakes: ......Performance Machine
Special thanks: ..Jim Bortles, Bob at BDL, CH-D and Ed Martin at Mr. Lucky
Photos: ....Aaron Stevenson

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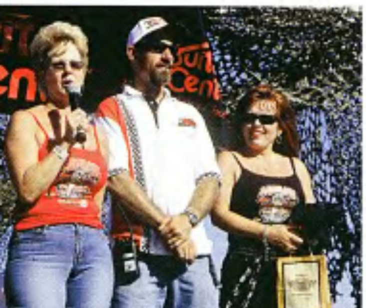
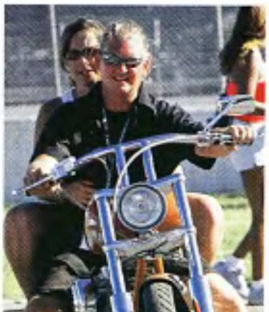
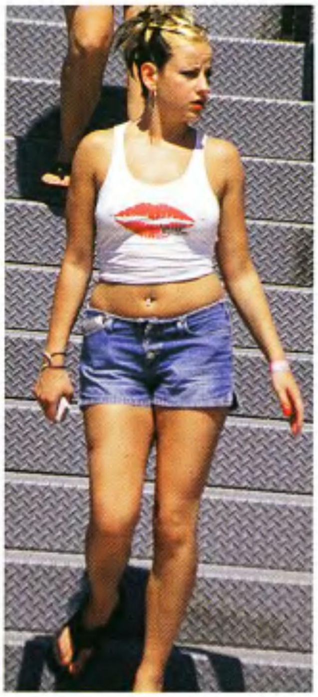


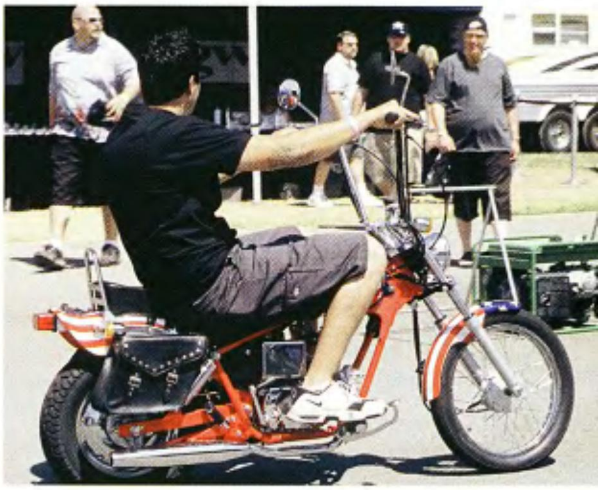
A CALIFORNIA CLASSIC EVENT

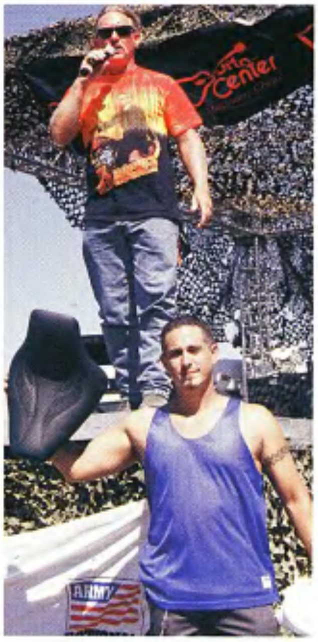
Thunder Run

The folks at California Classic put on an incredible event called the California Classic Auto Fest. The massive hot rod and classic car fandango does so well that the company put together what they call the Thunder Run for all of us motorcycle junkies. The first Thunder Run took place on September 6th of last year at the California Speedway in Fontana, California. The proceeds went to the Make-A-Wish Foundation. Special thanks to Craig and Candice Hart for making this incredible run possible.





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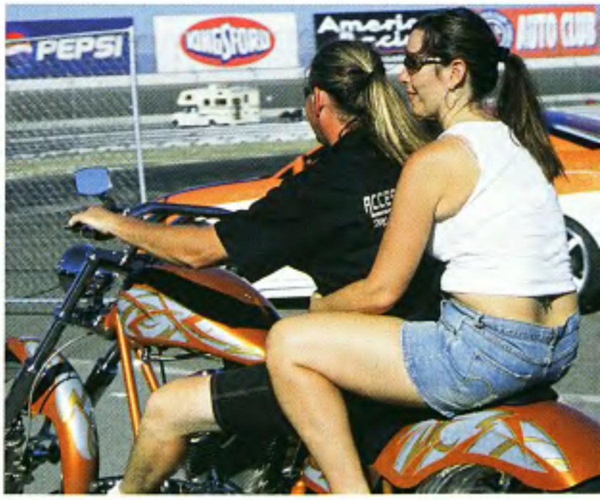

PEPSI
KINGSFORD

As you read these words, the second Thunder Run will have just happened (July 24th and 25th) benefiting the Ronald McDonald House. Thousands of Southern California bikers show up for this two-day event thanks to Candice, Skip Fordyce Harley-Davidson and the California Classic crew. A ride-in bike show presented custom rides from Hondas to Harleys and every major motorcycle manufacturer was on hand to show off their wares.

The California Classic Thunder Run BikeFest festivities started off with a 30-mile ride from the Skip Fordyce Harley-Davidson dealership in Riverside, California, out to the California Speedway Park. Riders were then treated to a cruise around the famous California Speedway oval (but had to keep their speed down to a dull roar).

Once at the Speedway, Run-goers were treated to a sea of vendors from various aftermarket companies, good food and drink and live music throughout the festival. TV personality and biker Mickey Jones was on hand to act as the master of ceremonies for bands such as 2000 Pounds of Blues, the Sam Morrison Band, Casey Simpson, the Pam Scheller Band and the Charlie Brechtel Band.

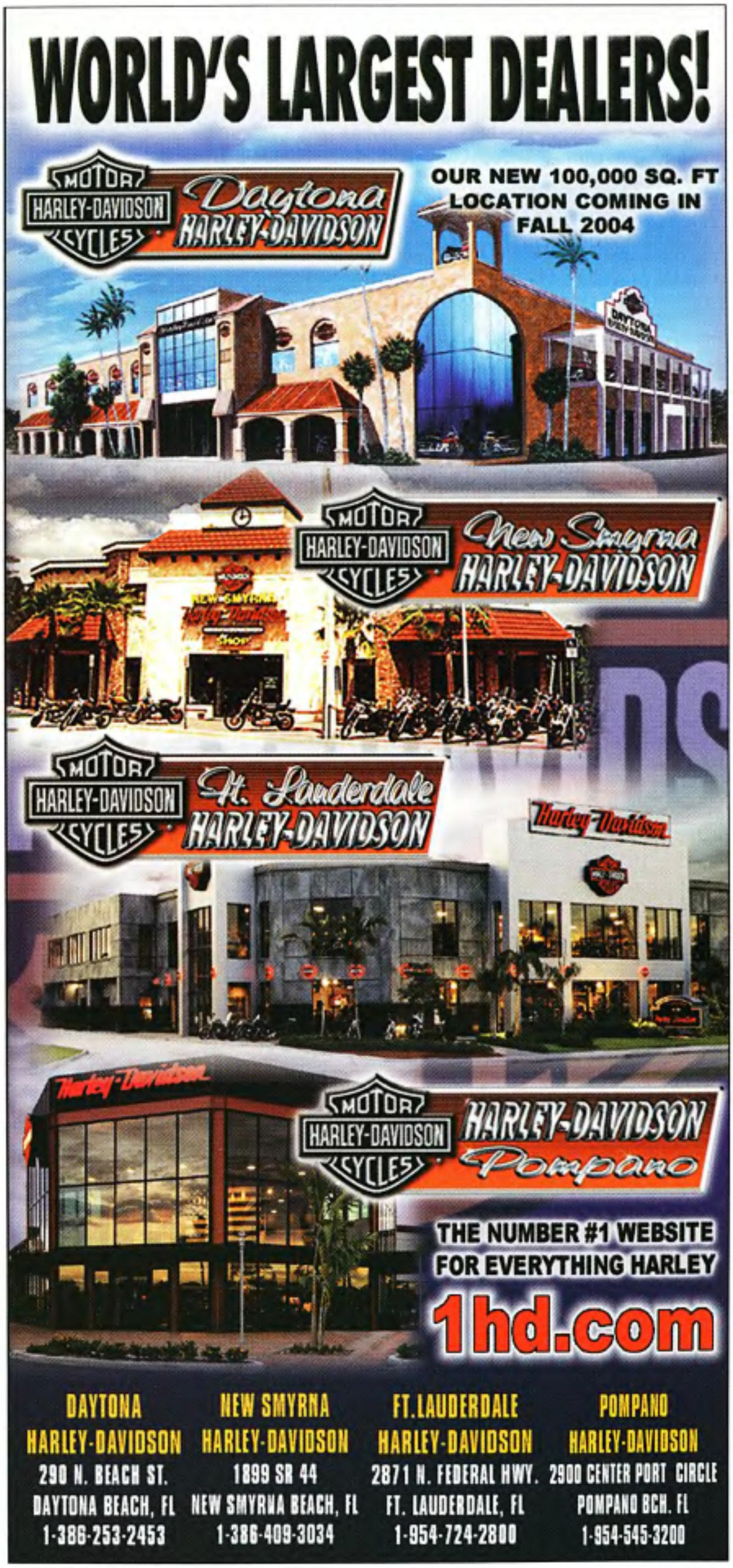
All in all, the Thunder Run offers a great way to enjoy glorious Southern California riding, brotherhood and just plain fun, all going for a good cause. That's what it's all about.

The event's organizer would like to thank Tom Prewitt and Richard Perez of Damon's Custom Paint, George Barris of Barris Kustom Kars, the Gold Angels Drill Team, Soldiers for Jesus, John Espositos of Intense Creations, the San Gabriel H.O.G. Chapter, Steve Schapiro, Rock & Roll Custom Paint, Jim Thrush, Angela and Olivia, and Make-A-Wish poster child Grant Guggisberg.

For information on the next Thunder Run as well as other auto and truck events visit www.californiaautofest.com or call 805-986-0400.

—Phantom

Photos: Kim Peterson



Milwaukee Iron

BY AARON MASSON

Many folks ask me why I ride a motorcycle. Before a few months ago I had no standard response other than because it is enjoyable. This past summer I had a very pleasing experience that really defines why I ride a Harley-Davidson. Now I know what I will say the next time someone asks me that question.

I was coming home to Ohio from a trip in Northern Michigan and I had less than 100 miles to go. As many others who ride have done before me, I decided to take the long way home. It was a beautiful day, I was on my bike, and as far as I was concerned life was very good.

As I headed down Highway 52 towards home, I started to hear a strange and ominous noise coming from the underside of my bike. "This is not good," I said to myself. I had to pull over to check if something had come loose or was obviously wrong. I put it in neutral and rolled on the throttle to see if it was something in the transmission/drivetrain. I still heard the sound, but nothing jumped out at me as loose or broken.

I pulled out my H.O.G. map and found a dealership that was only about 15 miles away from where I had pulled over. As I could not stay on the side of the road and wish the problem away, I threw a leg over and decided to try for Tecumseh Harley on Route 50. I said a prayer, gave my purple Road King a kiss (yes I actually kissed the gas tank), and headed down the highway. I made it to the dealership parking lot at 10 minutes to 6. I looked at the sign on the door and saw that they were about to close in 10 minutes. "What timing!" I thought to myself.

With nothing to lose at this point, I walked into the service department door and expected to be told, "Sorry but we're closing in 10 minutes." I explained that I was on my way home, had about an hour and a half left on the trip and that I was hearing a strange sound coming from my bike at all speeds in all gears and in neutral.

"Hmmmmm.... I can't promise you anything but give me a minute," said the man behind the counter. After a few moments he showed up again and told me to go outside and wait for Daryl to show up. I dutifully went outside and waited for someone named Daryl to show up. This I could only assume would be the wrench who had volunteered to help me in my plight.

I sat down and waited for help. The only thing going through my mind was that I hoped this could get fixed. All I wanted to do at that point was get my bike safely back home, take a shower and

sleep in my own bed after a long trip. Daryl came out the bay door and asked, "Are you the guy having trouble?"

"Yes I am. Do you think you can help me?" I asked.

"I sure will try," Daryl said with a smile. So he started to look over my bike with the practiced eyes of a good mechanic. He was about to say something when another gentleman walked out with the name "Scott" embroidered on his shirt.

He asked me if he could swing a leg over my bike to see if he might help. I merely motioned him to the seat and he sat down. He hit the ignition and rolled on the throttle and there was the telltale vibration that I heard going down the road. We all heard the sound. He shut the bike off and calmly stated, "It's your front motor mount." We all got on our hands and knees to look and sure enough, the front motor mount was slightly broken and loose.

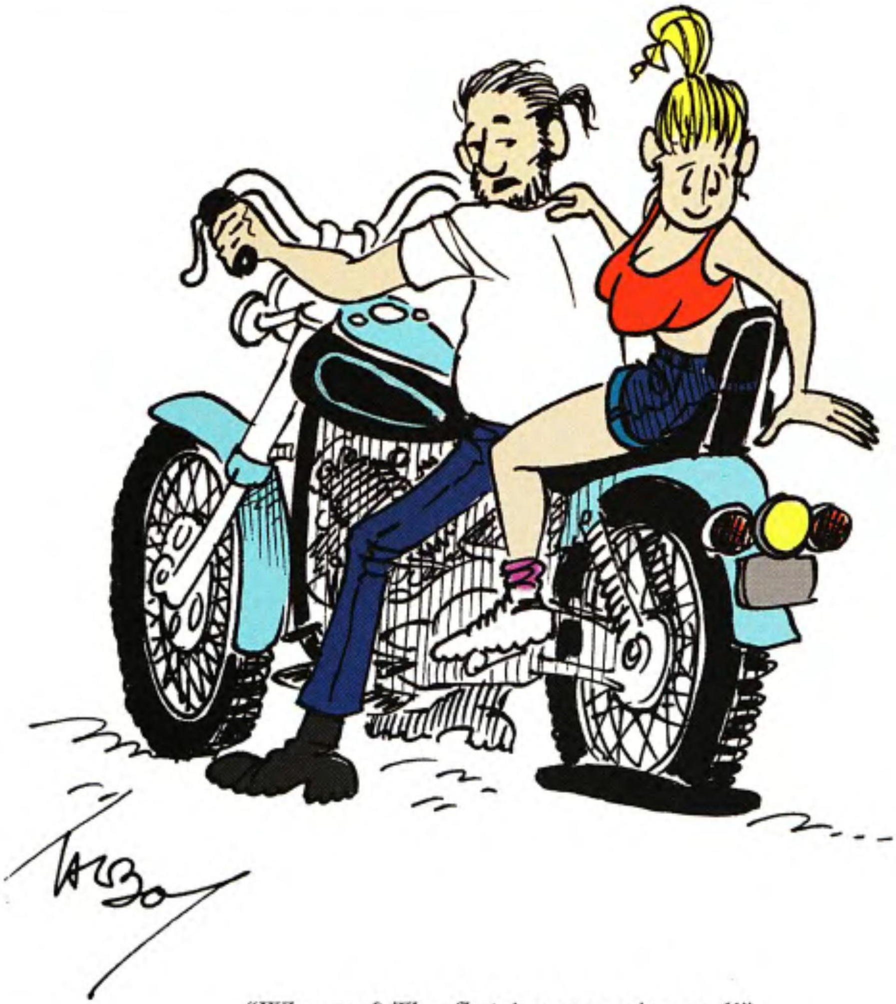
Daryl asked me if I wanted him to fix it then and there. I told him that it was time to go home for everyone at the dealership and if it was safe to ride home (less than 100 miles) that I would just take it in to my local shop. He looked at it and said that it would make it that far but to take it in as soon as I could. So he got out a couple of wrenches and tightened up the loose motor mount.

I asked him what the bill was for the services rendered. He just kind of looked at me funny and said that he really didn't do anything special and that no money was needed. "And besides," he said, "the shop is closed and all the cash registers are locked up for the night."

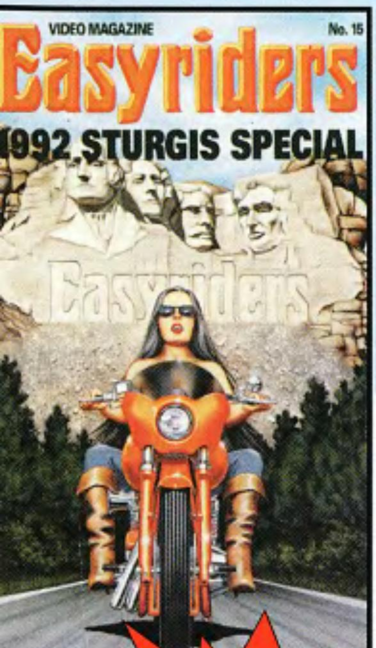
Well, I thought to myself that this wasn't right. Here was a man who was on his own time, as he had punched out to go home right as I pulled up into his shop. And since I was still in America, I was of the belief that when someone gives you an honest job, you give them honest pay. So I reached into my wallet and gave him $20. It's all I had, so that's all I could give. He took it with a bewildered look on his face and I said, "I have to give you something for the work you've done." When he realized that I was going to take it as an insult if he refused, he begrudgingly put the money in his pocket.

As I was riding home for the last leg of my trip, I did a lot of thinking. First thing that came to me was the question about why I ride. And I thought that one of the reasons why I ride is a sense of belonging. I do not know of too many other institutions where the people will work past the time they are getting paid just to help you out and get you down the road. Where everyone on two wheels gives a little wave "hello" as we pass each other on the highway. (I can always tell when someone is on a non-American bike—they don't wave back). Where you stop to see if the guy broke down on the side of the road needs help even if it is raining out and it means you will have to get out of your truck and get wet. Where the people who actually ride the machines (not just the guys with T-shirts) get the company logo tattooed on their arms. And where the Motor Company rolls out free events across the country for the people who ride their Milwaukee Iron.

That's why I ride. ■



"Why me? The flat is on you're end!"



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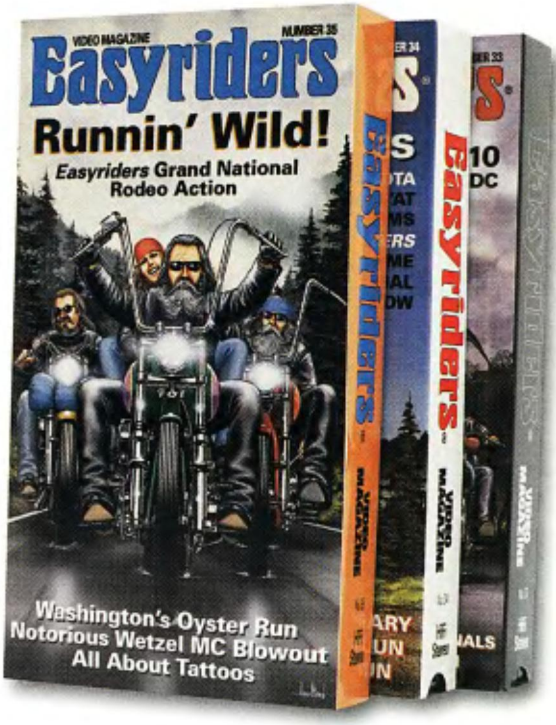

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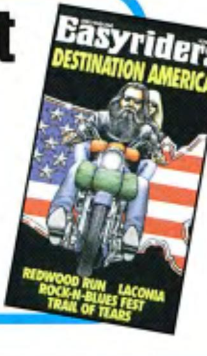

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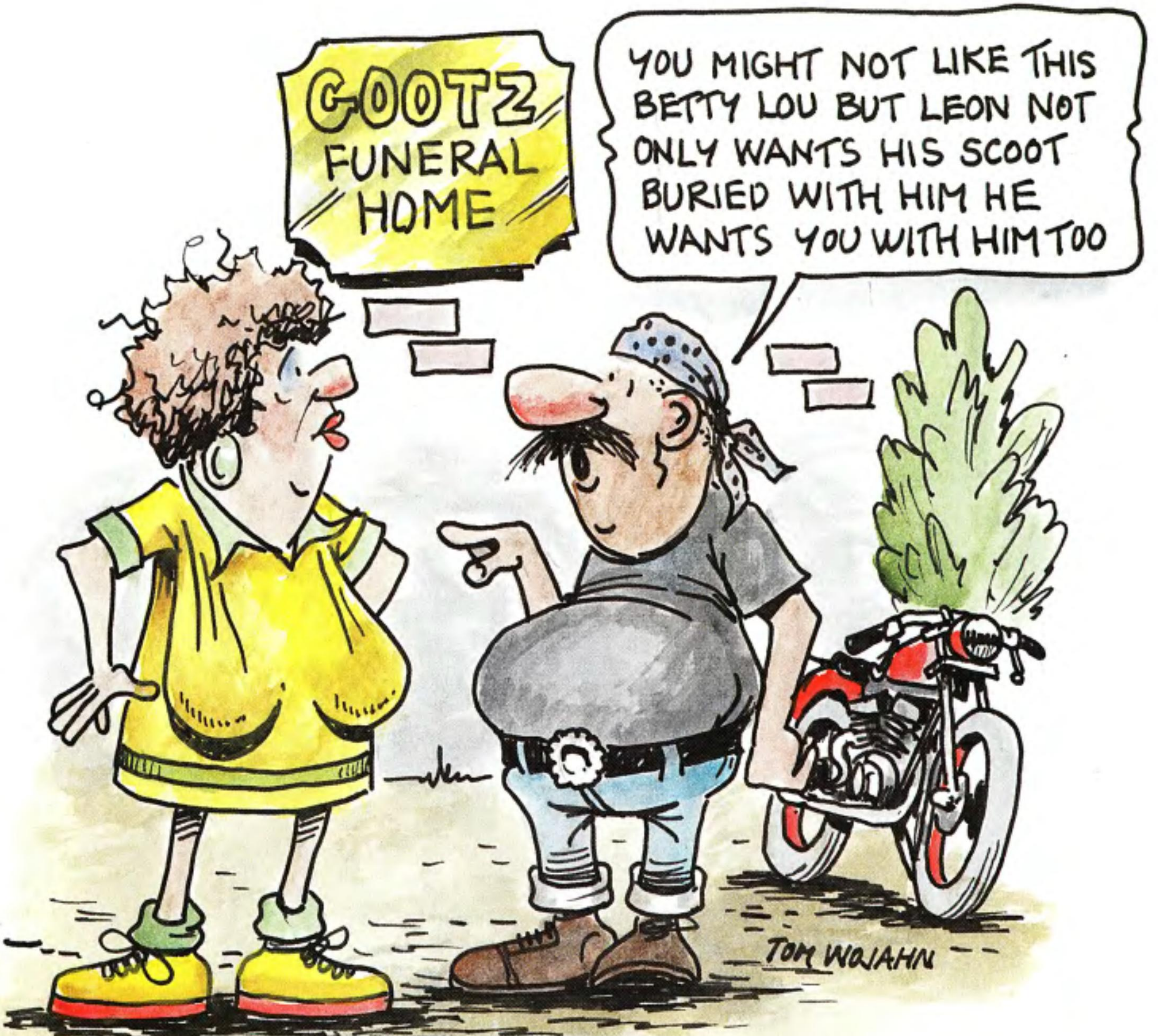
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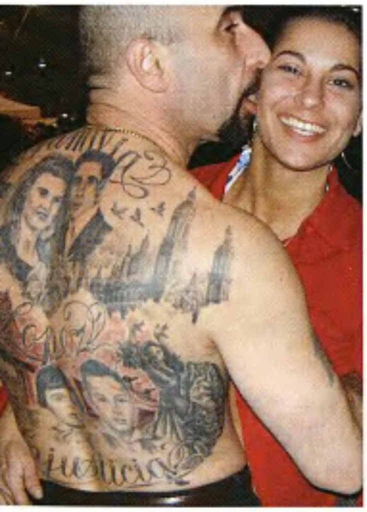

BIKE SHOW IN MONTREAL
THE CLASSIC BIKE AND TATTOO SHOW

People ask us how we pick the events we attend and what goes into determining what we cover for *Easyriders*. In this case, one bike show begat another. At our Easyriders Bike Show in Dallas a couple years ago, our bro, Larry Curik, a designer/builder, tech head at MID-USA Motorcycle Parts in St. Louis, mentioned a wildly exciting bike show he'd been to in Montreal.

Larry raved on with admiration for the hardy and clever French-Canadian bikers.

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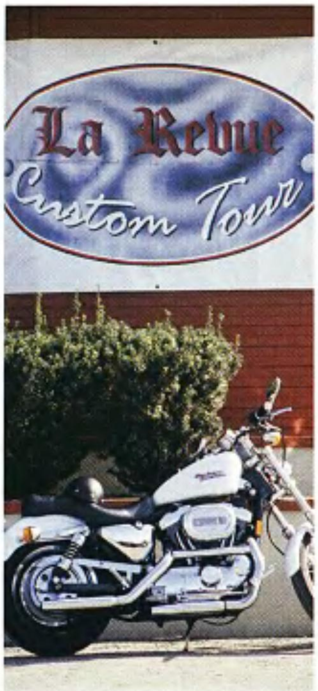
La Revue
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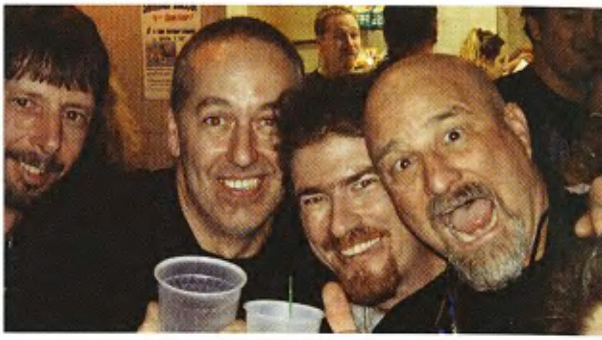

BIKE WEEK

Custom Cycle
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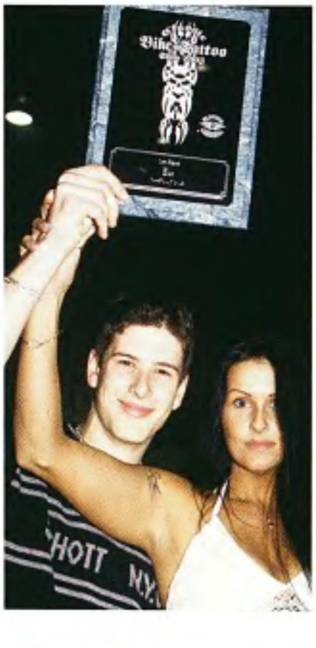

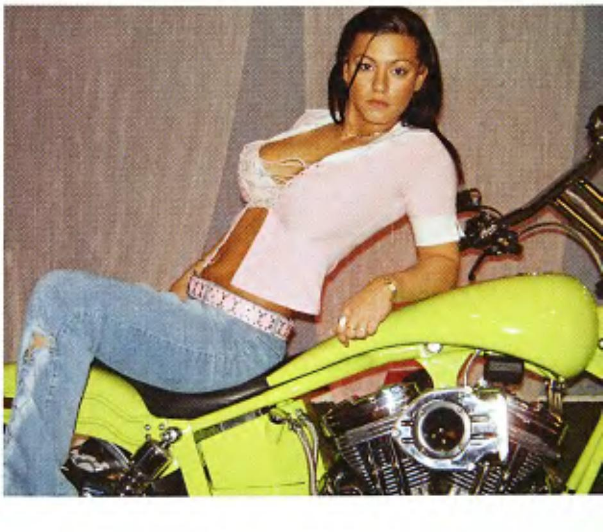

Many creative guys from "up there" have recently stepped out on the public stage. People like the paint wizard, Fitto, designers such as Jesse Renaud at Classic Steel, and Mitch Bergeron, who opted for warmer climes in Palm Springs, California. Larry said those fellas were merely the tip of the Canadian iceberg—talent wise. It was more about their survival instincts, lifestyle and especially, their women.

With ringing endorsements like those still fresh in the short-term memory bank, it was no wonder our ears perked up when a phone call came in from a guy speaking in broken English about a bike and tattoo show he was putting on in the Great White North. Let's just say Pascal Richard has his shit together. Together with his lovely, and capable lady, Genevieve, they make a dynamic duo at PROS Production. They are the ramrods behind the Classic Bike and Tattoo Show, a first-class event that's going on its sixth year next April.

The whole five-day gig was like a movie. After clearing customs and looking to find a ride to a hotel, two luscious-lookin' biker babes were seen hanging around the perimeter of the baggage claim area. It seemed too good to be true, but sure enough, my guides had arrived. With golden hair and a sweet smile, Genevieve, and her strawberry blonde photographer pal, Marie-Joseé, had come to steer us on a tour of bars and clubs in old town Montreal.

We saw shops that were amazingly quaint and dainty. Cobblestone streets lit by old-time gas lamps reminded of Disneyland, sans that annoying mouse. As we walked around, rock, blues, jazz and reggae wafted up to the street from underground clubs, filtering through the smoke of a zillion Players cigarettes, out to the curb where fresh-off-the-boat tourists like me stood in stunned, stony silence, sponging it all in.

The girls found a comfortable nook for drinks and snacks at Bistro á JoJo on Saint Denis Street. Billed as "the institute of blues in Montreal," we had an aural feast of Beatles, Stones, Dylan, Springsteen Zeppelin, Creedence and more. All sung proudly in perfect English by an otherwise completely French-speaking band.

That first night would set the tone for a wonderful weekend of discovery. Of meeting new people and developing friendships through the universal magnet and messenger—the Harley-Davidson motorcycle.

While the Classic Bike & Tattoo Show is the baby of Pascal and Genvieve, nothing is done on its own. The Classic is one of several spawned, guided and nurtured by PROS Production. Pascal's main confidants, Christian Fafard, and Pierre Morin, are supported by dozens of dazzling female staffers and what seemed to be an endless network of friends,

Held in what can only be described as an oversized Quonset hut in Laval, a semi-rural industrial area on the outskirts of Montreal, the SportsPlexx de Laval is a multi-use, two-building sporting facility. The spectator entry fee was a reasonable $15 (Canadian) Friday and Saturday, and $10 Sunday. Tasty food was served day and night and so was the booze. Over 10,000 happy spectators crowded the hall, all looking forward to seeing awesome bikes and incredible skin art.

A wide array of bikes, from moderately modified to highly customized, were spread throughout one hall, roped off and sitting on green flooring similar to what you see in the produce section under the veggies. Kind of like a faux Astroturf (see, I learned French!). An underlying background hum of ink guns vibrated the hall as dozens of tattoo artists pushed ink into customers' dermis.

Judging for the bikes and tattoos was similar to our Easyriders Bike Shows, using both a popular vote of the crowd and a panel of experts, with one small, but wildly bitchin' difference. On Saturday night the bike owners are allowed to fire up their sleds and, with music blaring and a sizzling sweetie dressed to the nines packing on back, they parade up a ramp and camp it up for the crowd.

As if a part of the machine, the bouncin' Betty's on back helped sell the bike's overall look to the audience. And that "look," oh man, the women in Quebec have an aura of beauty about them that obviously keeps the home fires burning during long and severe winters, and in the summer can melt the heads of Twin Cams. They were all absolutely stunning, one way or another, and it wasn't the Labatt Blue talkin'.

For information on next April's Bike and Tattoo Show you may e-mail Pascal at pascalrichard@sympatico.ca, call the SportsPlexx at 450-622-2334 or visit www.sportsplexx.com. Trust me, it's worth the trip to the Great White North.

—Loudmouth

Photos: Kim Peterson

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1/31-2/2	V-Twin Expo - Cincinnati, OH
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2/22	Harley-Davidson of Miami - Miami, FL
3/12-3/14	Open
3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side Harley-Davidson - Bellevue, WA
4/9-4/11	Open
4/16-4/18	Cycle Center - Fremont, CA
4/22-4/24	Laughlin River Run - Laughlin, NV
4/29-5/2	River City Bikefest - San Antonio, TX
5/7-5/9	Mahrle Harley-Davidson - Battlecreek, MI
5/12-5/15	Bike Week - Myrtle Beach, SC
5/21-5/23	Brian's Harley-Davidson - Langhorne, PA
5/28-5/30	Bridging the Gap - Myrtle Beach, SC
6/4-6/5	Doc's Harley-Davidson - Kirkwood, MO
6/12-6/13	Gutteridge Harley-Davidson - Danville, IL
6/16-6/19	Laconia Bike Week - Laconia, NH
6/22	Harv's Harley-Davidson - Macedon, NY
6/25	Big River Rally - Ft. Madison, IA
6/26	J&P Cycle - Anamosa, IA
7/2-7/4	Ernie Williams Harley-Davidson - Algona, IA
7/10-7/11	Gengras Harley-Davidson - E. Hartford, CT
7/16-7/18	Competition Accessories - Springfield, OH
7/23-7/25	Bikefest - Carlisle, PA
7/2-7/31	Honda Homecoming - Marysville, OH
8/6-8/8	MidAmerica Moto Plex - Sioux Falls, SC
8/11-8/14	Full Throttle Saloon - Sturgis, SD
8/20-8/22	Matthew's Funmachine - Matthew NC
8/27-8/29	Hals Harley-Davidson - New Berlyn, WI
9/2-9/5	Abate of MN State Rally - Meeker Fairgrounds Litchfield, MN
9/9-9/12	Loess Hills Rally - Council Bluff, IA
9/17-9/19	H-D of San Jose - San Jose, CA
9/22-9/26	H-D of Reno - Reno, NV
9/29-10/2	Bikes, Blues & BBQ - Fayetteville, AR
10/8-10/10	Rio Grand Valley H-D, Pharr, TX
10/16	Jim's Harley-Davidson - St. Petersburg, FL
10/21-10/23	Biketoberfest - Daytona Beach, FL
10/29-11/1	Open
11/6	Stone Mountain H-D - Lilburn, GA
11/13-11/14	Bike Fest - Okeechobee, FL
11/19-11/21	Open
11/25-11/28	Happy Thanksgiving
12/3-12/5	Open
12/10-12/12	Open
12/17-12/19	Open
12/24-12/26	Merry Christmas
12/31	Happy New Year
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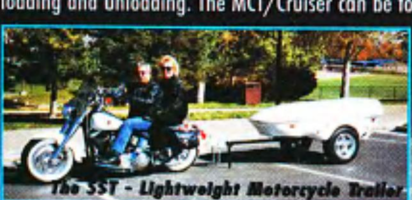

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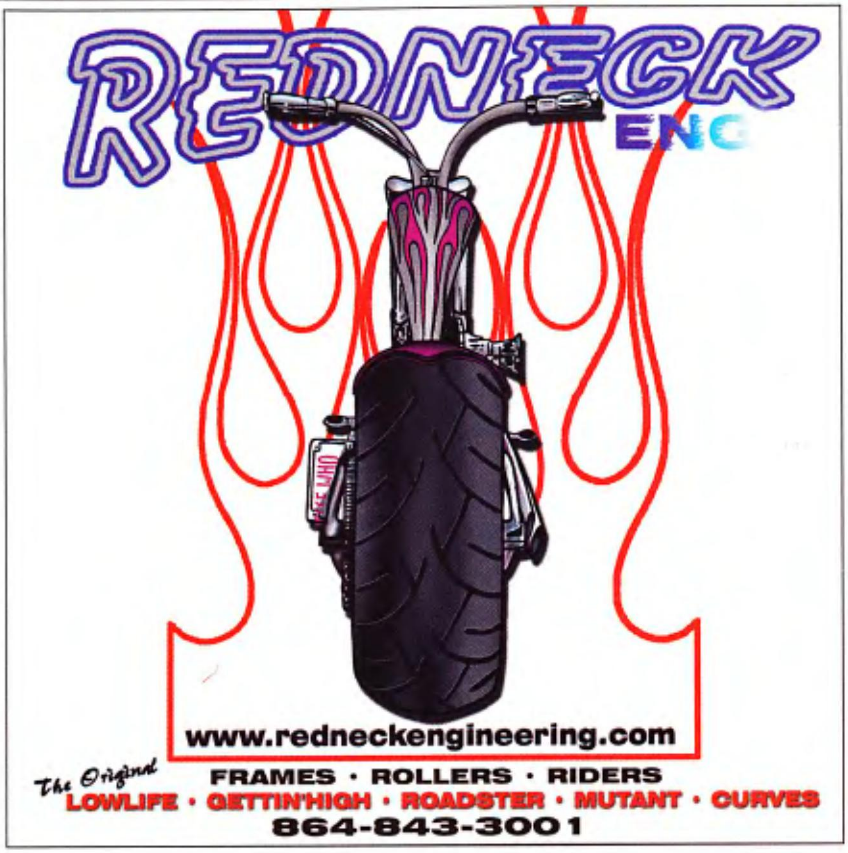
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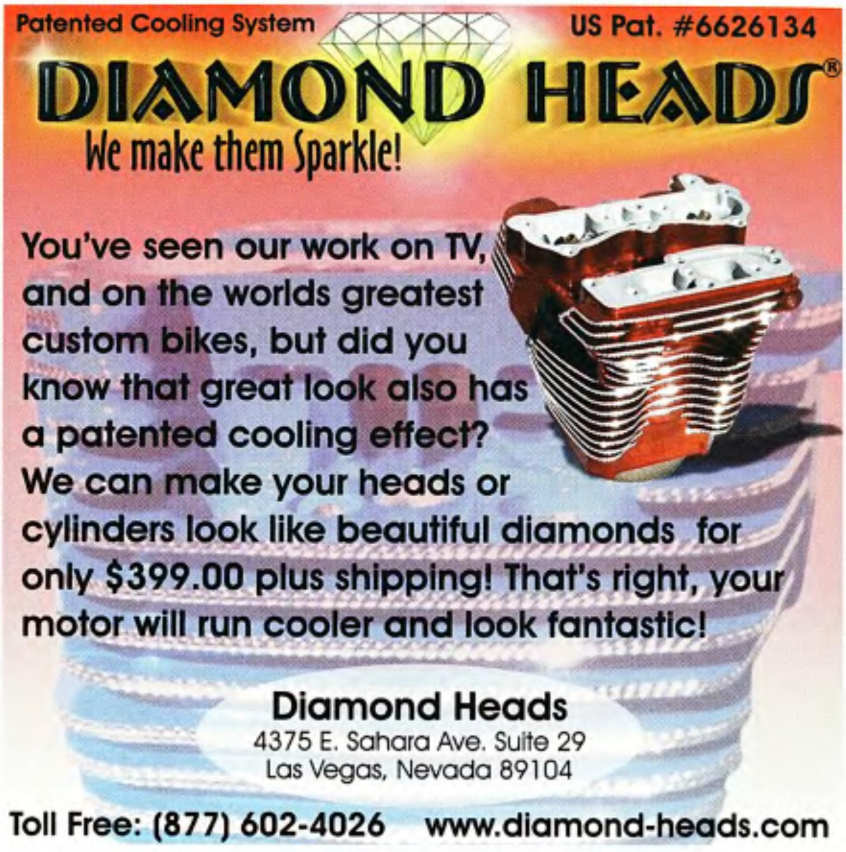
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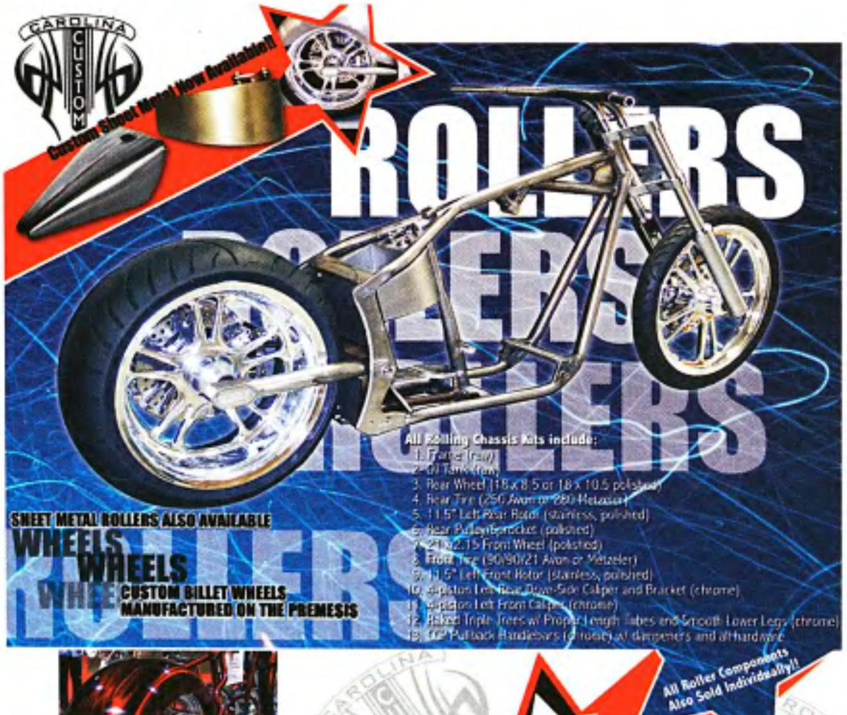
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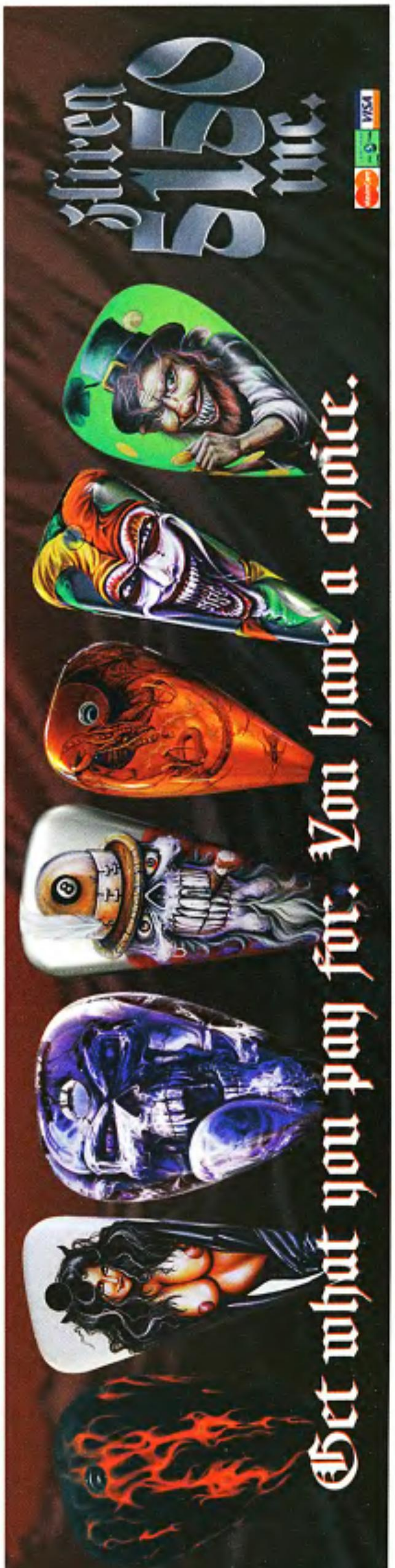
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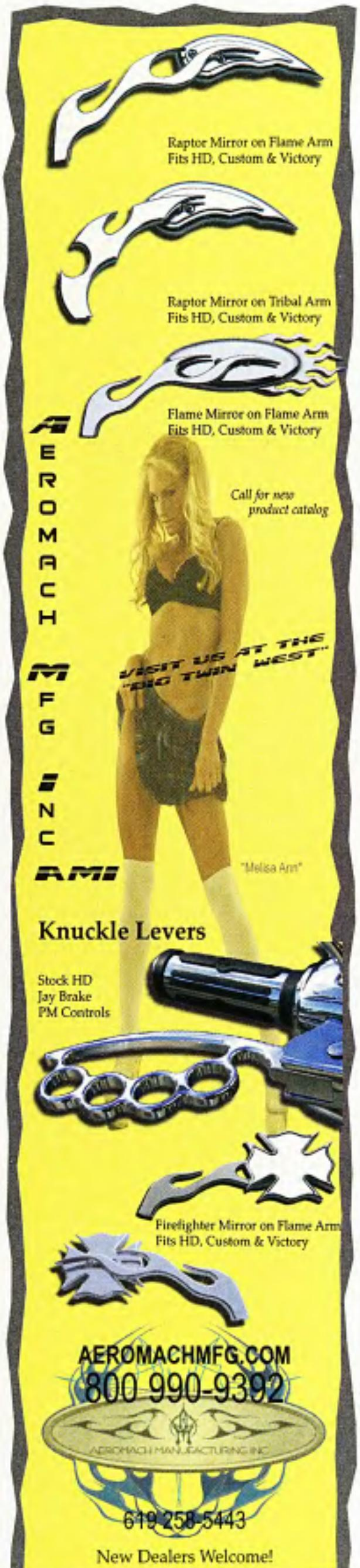

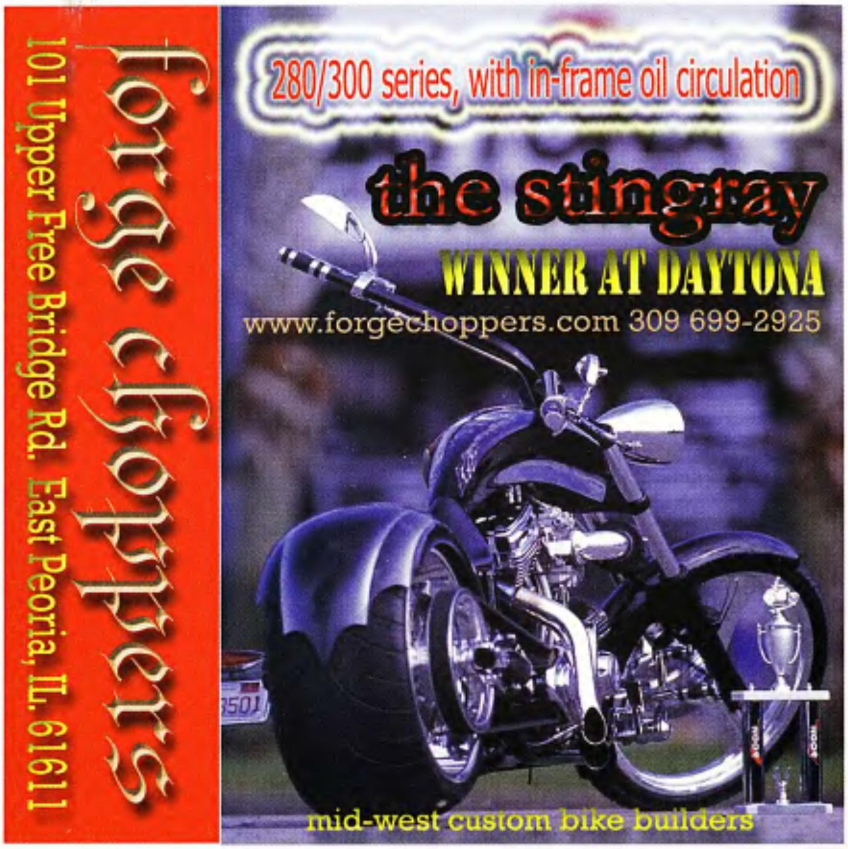

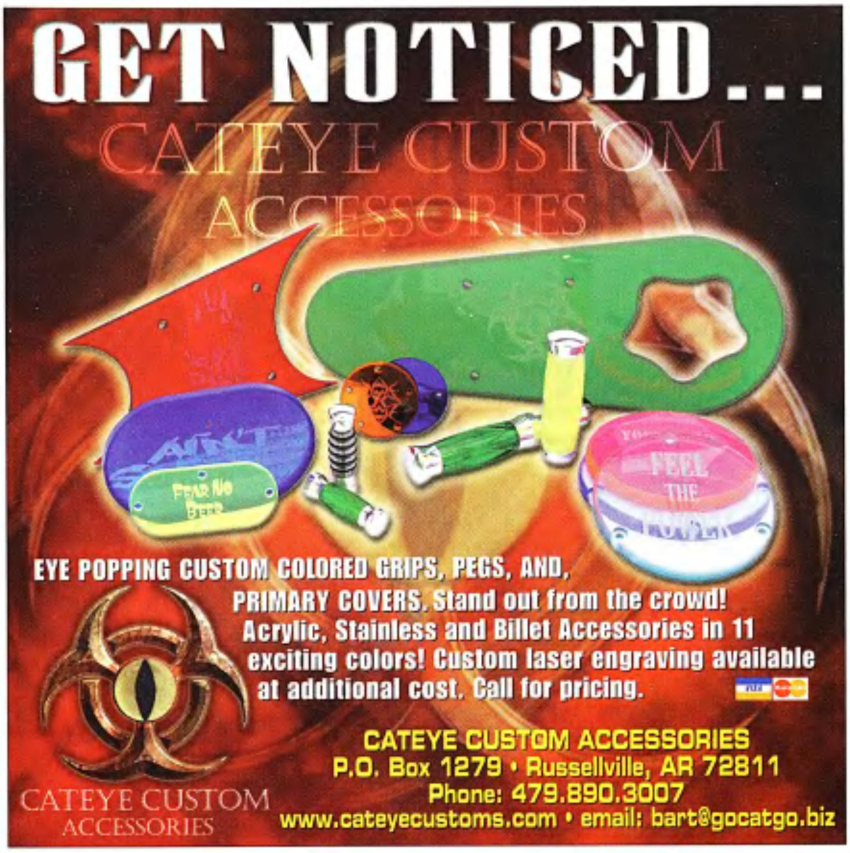
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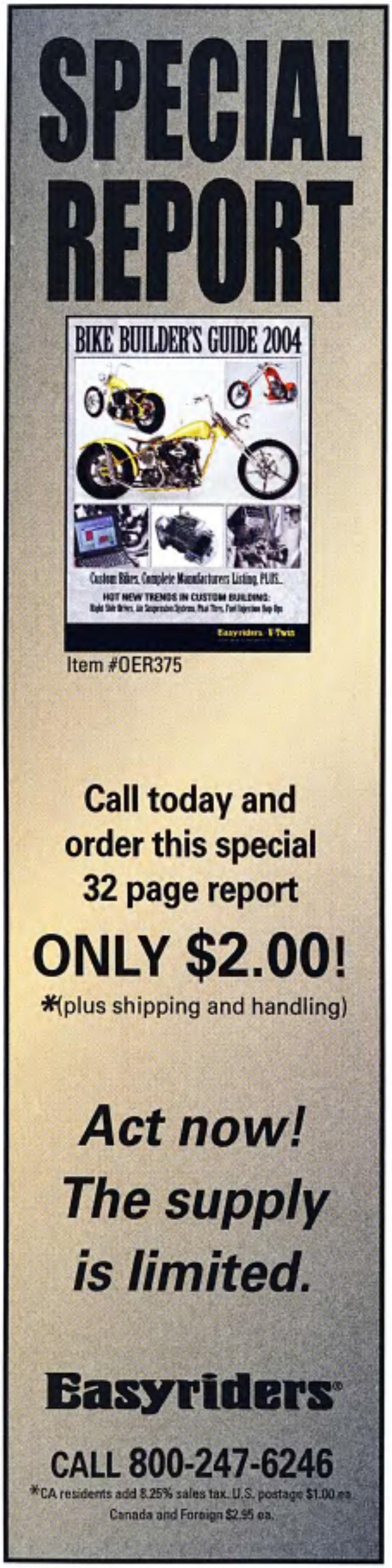

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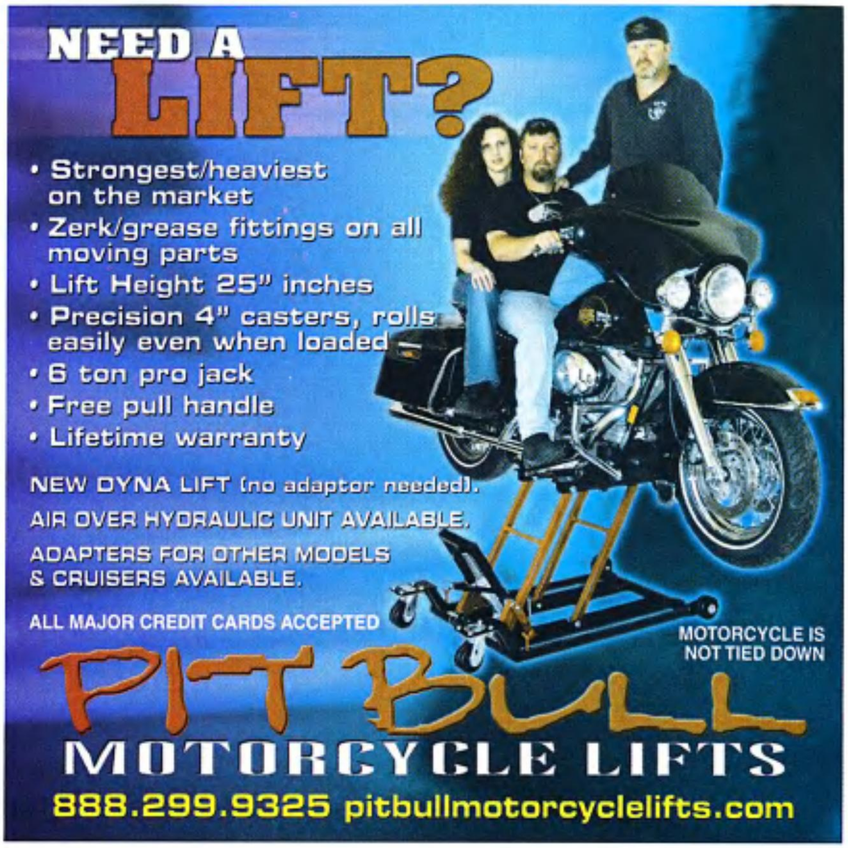

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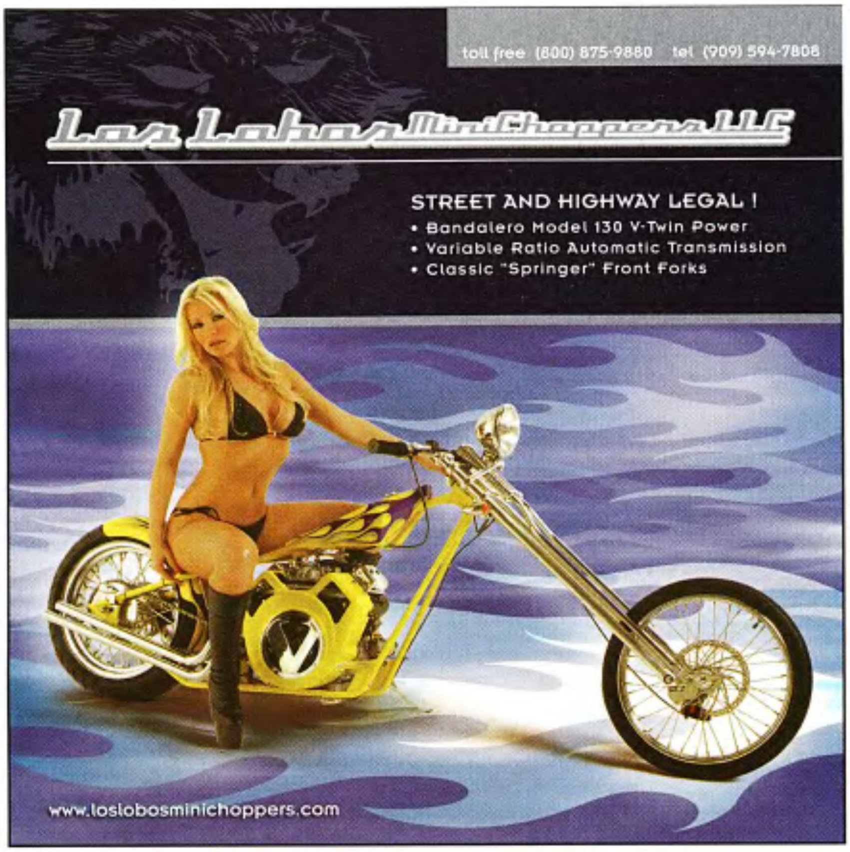
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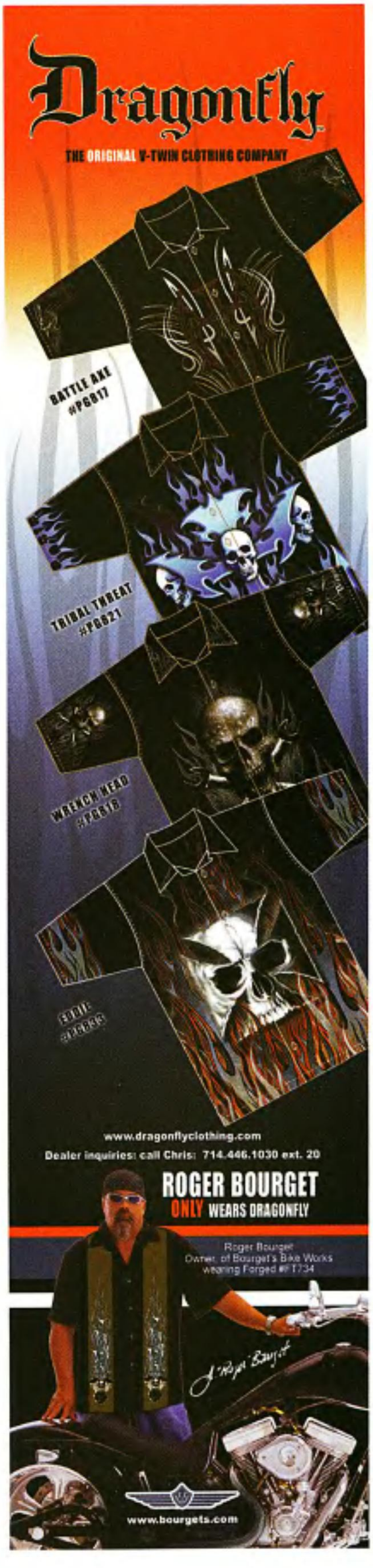
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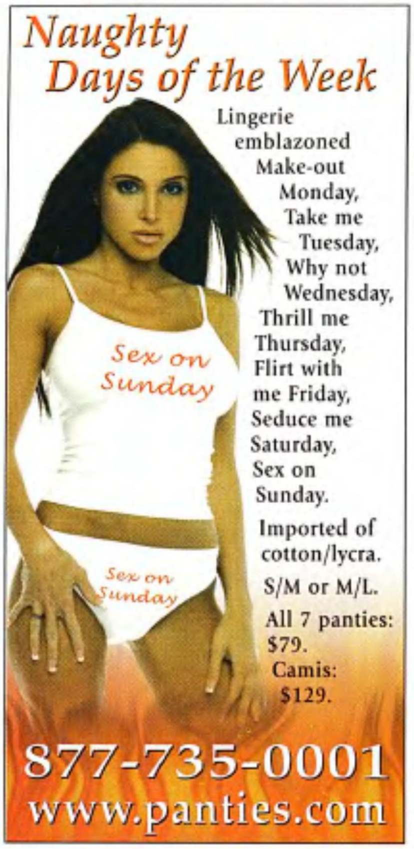
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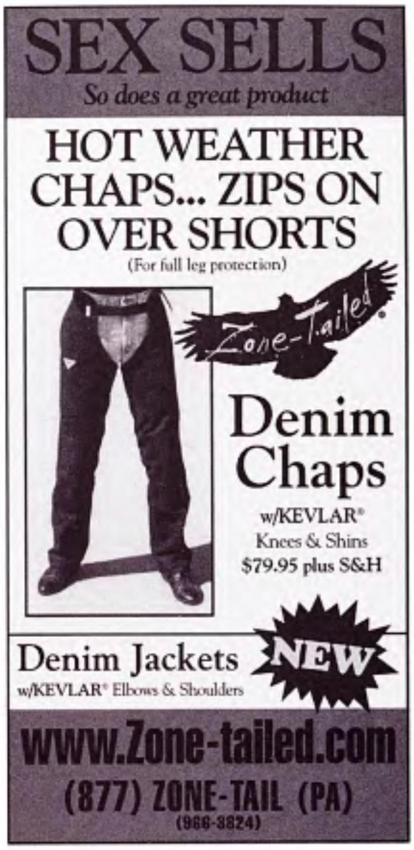
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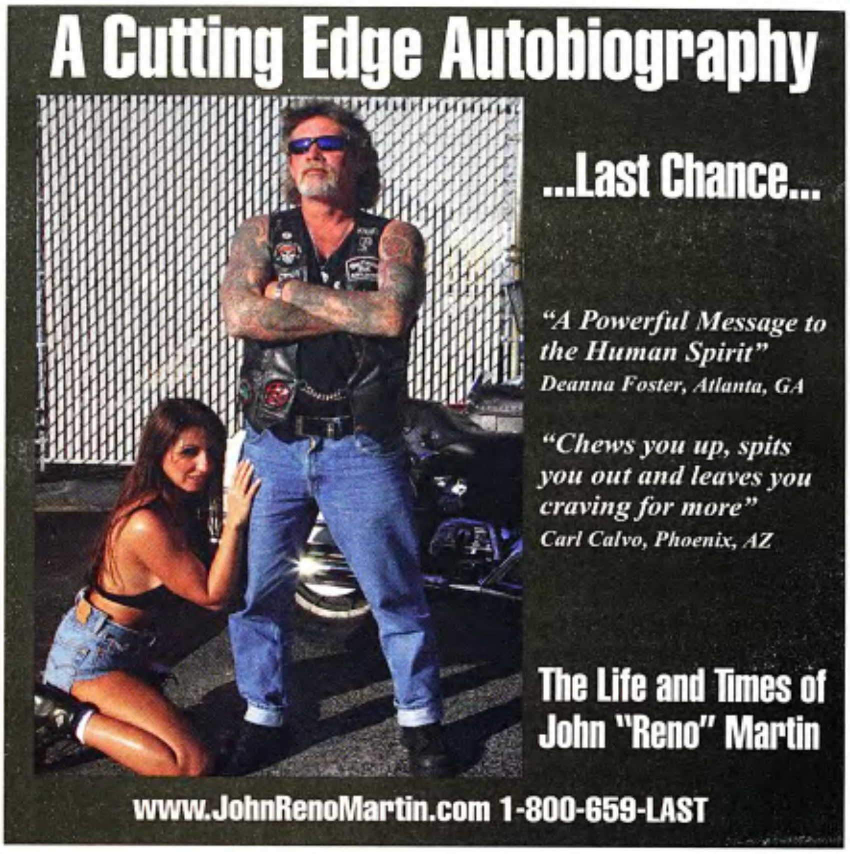
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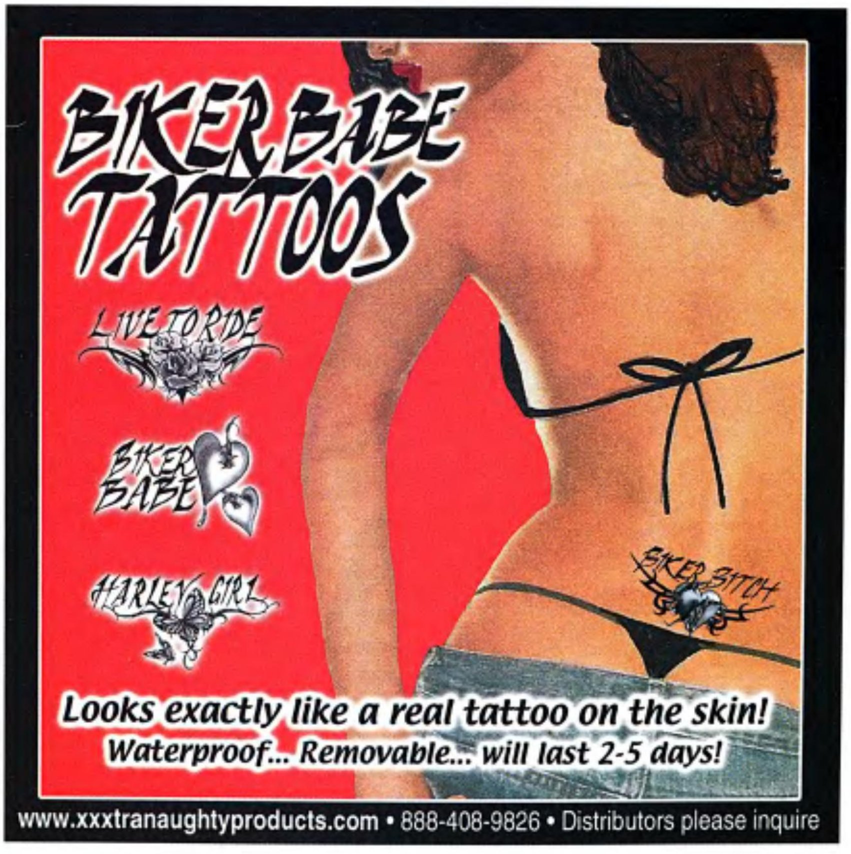
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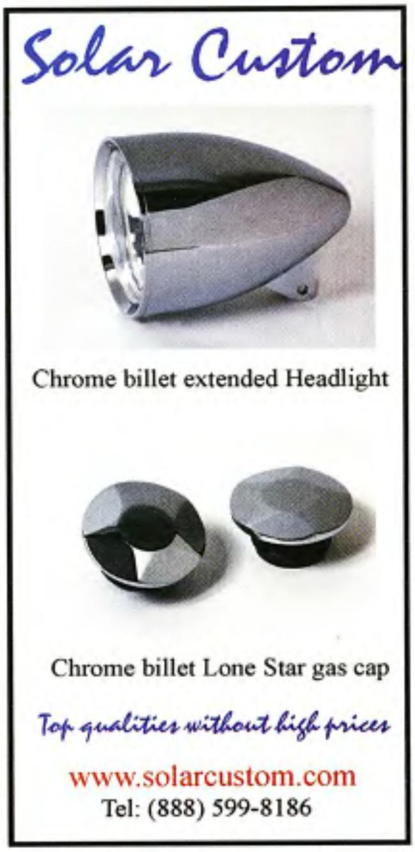
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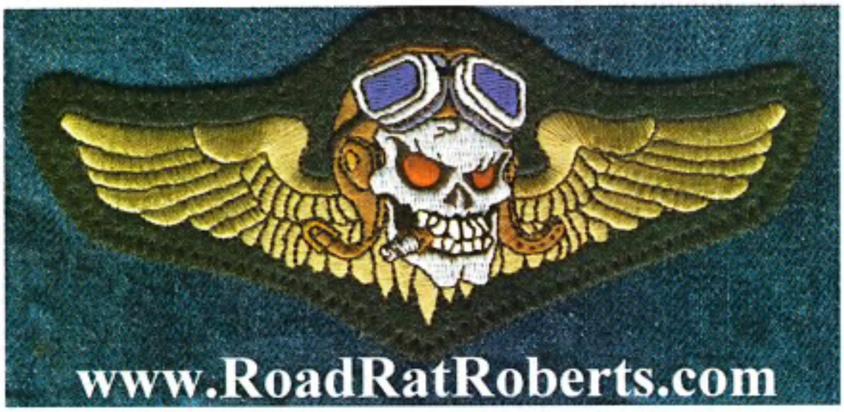
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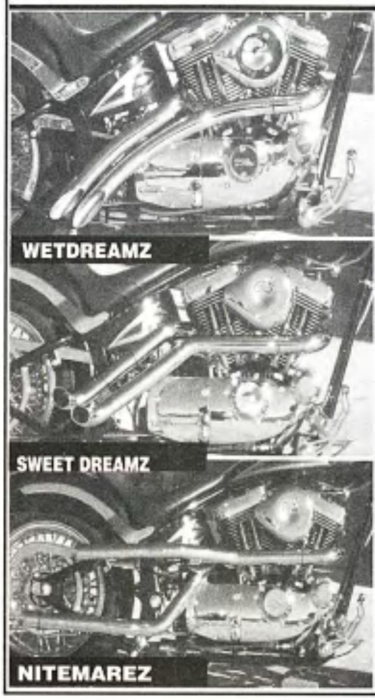

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Frankie Simons, Old School biker and frequent photo contributor to *Easyriders*, has written another book that's a must-read for you people out there who want to live free. It's titled

GET BACK TO THE GARDEN!

An Outlaw's Guide to Living Happy, Joyous,and Free, and it's loaded with anecdotal stories from Simons' own road back, from homeless to paradise. Like his first book, Land of the Free, Home of the Brave (so where are all you free, brave people at?), GET BACK TO THE GARDEN! is an easy read. Comically illustrated by his ol' lady, Cathy, it's a light-hearted look at the serious subject of power and control. Simons calls it Triangulation, and step-by-step, he maps out the way for you to break free of it.

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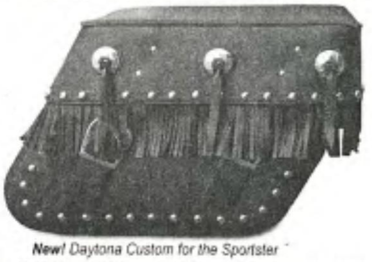

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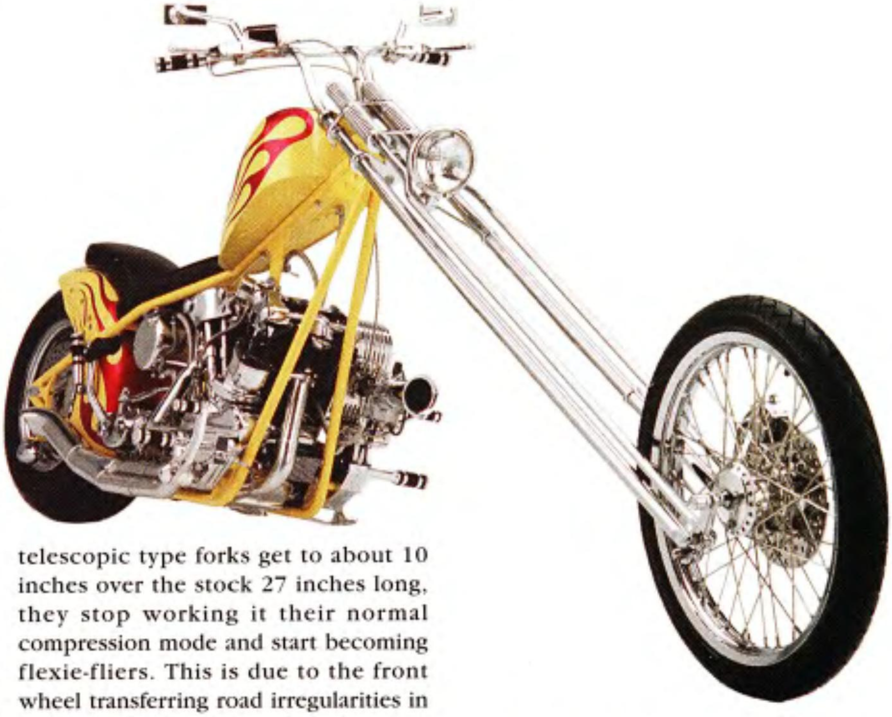


DENVER'S CHOPPERS
Custom Springer Forks Started Here

If you look back to the early issues of *Easyriders* you'll see bikes with l-o-n-g springer front ends. More often than not those custom springer forks came from Denver's Choppers. In 1967 Denver Mullins started building cool parts for choppers out of a small shop in San Bernadino, California. One of his first parts was an extended springer fork. Thirty-seven years later the company that bears his name is still making those long forks.

Sadly, a 1992 drag-boat accident took Denver's life but not his legacy. Longtime employee, "Bondo" Mondo Porras bought the company and has continued to produce custom bikes and parts that feature and expand on the signature look and style that Denver Mullins began.

Mondo moved Denver's Choppers to Henderson, Nevada, in 1995, and settled into making complete bikes and parts for riders as well as other custom bike builders.

Along with a multitude of complete custom choppers, rolling chassis and other parts, Denver's has cranked out about 5,000 extended springer forks, with legs ranging from stock, which is 27 inches long, to a monster 40 over, for a total length of 67 inches. They are currently available in narrow or wide leg spacing, with straight, twisted or wishbone front legs.

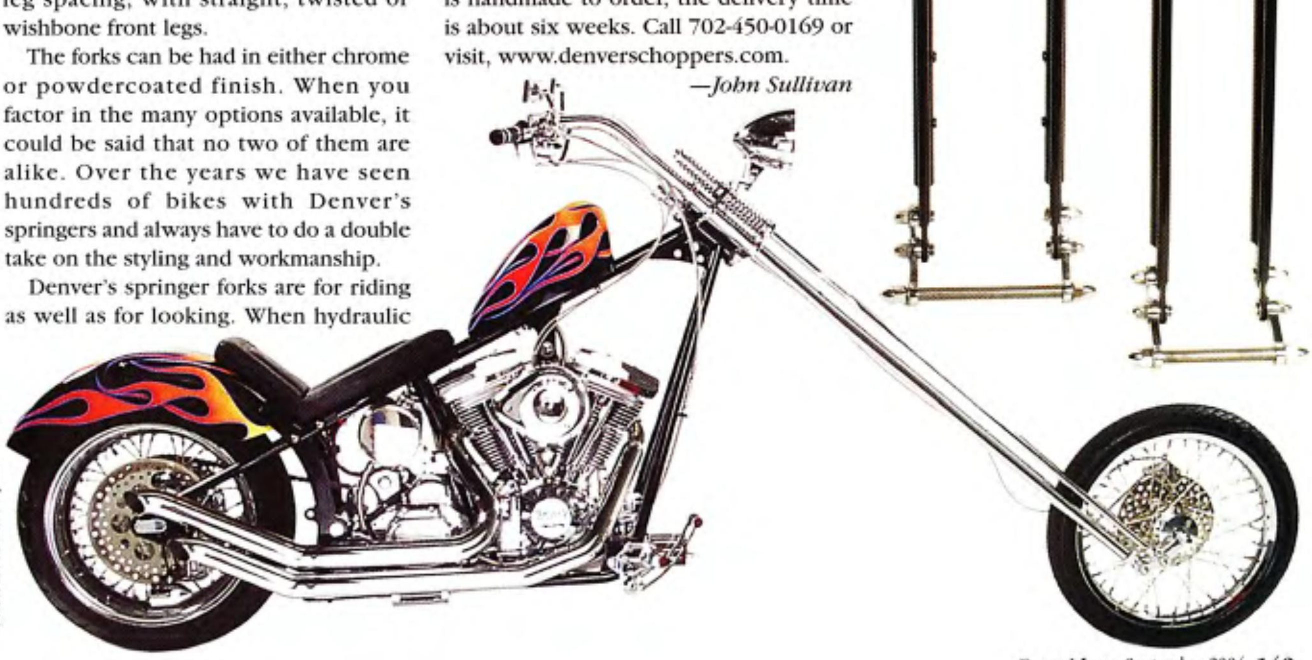
The forks can be had in either chrome or powdercoated finish. When you factor in the many options available, it could be said that no two of them are alike. Over the years we have seen hundreds of bikes with Denver's springers and always have to do a double take on the styling and workmanship.

Denver's springer forks are for riding as well as for looking. When hydraulic telescopic type forks get to about 10 inches over the stock 27 inches long, they stop working it their normal compression mode and start becoming flexie-fliers. This is due to the front wheel transferring road irregularities in an angle that is perpendicular to the road's surface, while as the fork's legs get longer they become more parallel to the road's surface.

But on a springer fork, the wheel's axle is mounted in a rocker assembly that converts the wheel's up-and-down motion to the fork springs via the front fork legs that act as pushrods. Because of this mechanical action the length or angle of the fork legs have little bearing on the fork's ability to adsorb bumps in the road.

Each Denver's Choppers springer fork is handmade to order, the delivery time is about six weeks. Call 702-450-0169 or visit, www.denverschoppers.com.

—John Sullivan



Photos: Provided by Denver's

PRODUCT CLOSE-UP
Custom Chrome HR3 Kit Bikes

What's with kit bikes? Are these for grownup model airplane guys that want to build something out of metal? After looking over the offerings in the HR3 (100 cubic inches, 100 horsepower and 100 foot-pounds of torque) line of kit bikes from Custom Chrome, and after figuring out what you get and what the finished ride can be, the answer is a clear—no!

CCI kit bikes are the real deal; among the nine models, there are enough styles to build anything from a badass chopper to a highway cruiser or a full-on street fighter. But that's the simple part of the story; there are a couple of side issues that make these kits an even better gig.

First, there's the "what-fits-what" issue; they have sorted out all of the cables and hardware and wheel spacers. This might not sound like that big a deal, but we have $50 worth of the little devils hanging out in our toolbox that we bought when we were fitting a 200 rear wheel onto a new frame a couple of years back.

Second, you get to pick out the paint job, 'cause there ain't no paint on the parts in the kit. All of the HR3 kits use the RevTech 100- or 110-inch motor and a 5- or 6-speed RevTech transmission. The motors and transmissions come fully assembled and with a one-year, unlimited-mileage warranty. The kits are complete right down to the motor oil, trans and brake fluid. Even the wiring harnesses are custom designed for each kit.

Then there's the thrill of building your own bike, which does require a bit of patience, mechanical aptitude and a few more than just household tools. But you don't need to have built a bike before; in fact not having any experience might be a good thing, 'cause you wouldn't have learned any bad habits.

At H-D's 100th Anniversary party in Milwaukee last year, we met a doctor who was riding a CCI kit bike he and a friend built over the winter. Neither one had ever built a bike before. It was a Nemesis model, and you couldn't tell it from a shop-built custom job.

The only thing this duo farmed out was the paintwork. Having seen a couple of kit bikes under construction, our recommendations are: inventory all of the parts against the bill of materials and sub-kit parts lists before you start; don't open the individual hardware packages before you need them or mix their contents with other hardware packages; there's no overall instruction manual for the bike kits, so get a factory service manual for a 1997 Softail (it's the closest H-D model to the kit bikes).

Enough of the generalities, lets see the bikes. For a better comparison, we have arranged them by styles.

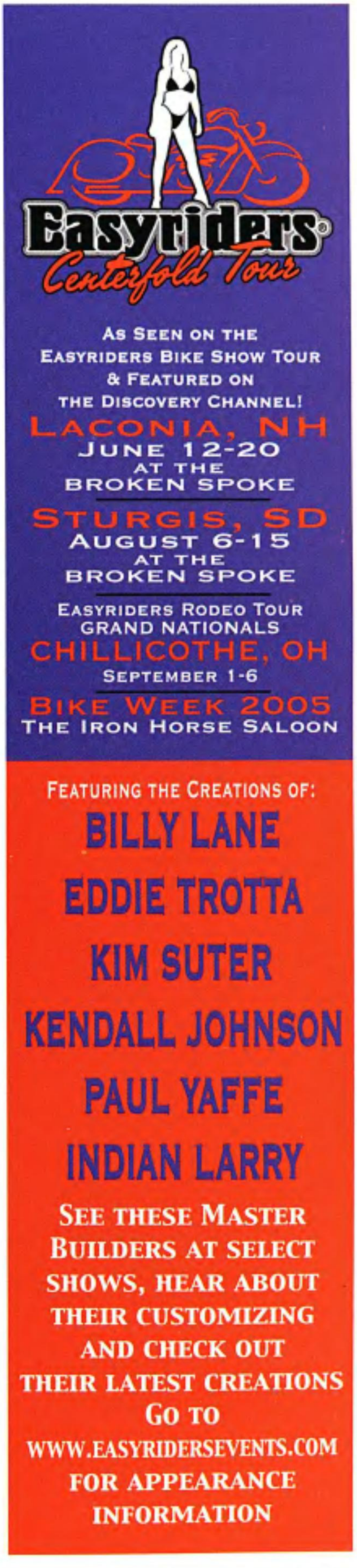
—John Sullivan

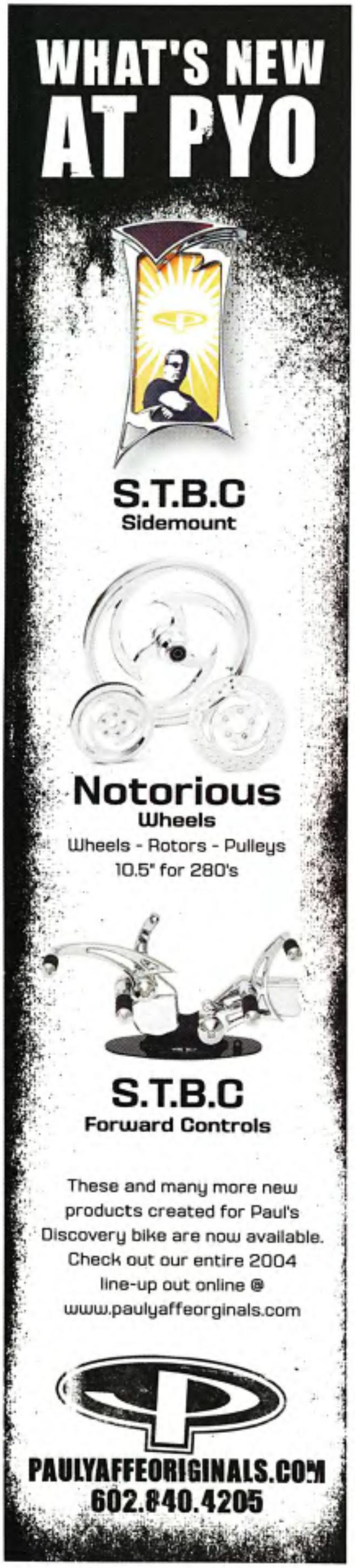
Nemesis Bike Kit

This is the "blue light special" of the HR3 bike kits. It has a retail price of $12,999, which for ease of remembering we'll add a buck and call it 13 grand. This is no cheap-o kit; all of those green backs get you a 100-inch RevTech motor, 5-speed transmission and a belt driven 180 rear tire. You get to assemble these parts into a 3-inch stretched Santee hidden-shock frame with strutless rear fender, stretched 1-piece gas tank, wide-glide fork with chrome billet triple trees. The chrome spoke wheels — 21-inch front and 18-inch rear—are fitted with polished rotors and drive pulley. Chrome controls, a mini-speedometer and custom solo seat complete the kit.

Goliath Bike Kits — The Goliath comes in two models a rigid *(above)* and a hidden-shock style *(below)*. The Goliath Rigid is one ground-pounding bar hopper! It has a 100-inch RevTech motor, 6-speed transmission and 250 x 18 Avon rear tire mounted on a solid 8 1/2-inch-wide wheel. The superwide Santee frame is made with 1 1/4-inch tubing that is jig welded for dead-nuts alignment. The bike's timeless styling features fatbob tanks, billet dash and smooth fenders, with a side-mount taillight and license mount. The solid rear wheel is complemented by the chromed, spoke 21-inch front wheel, polished rotors, billet calipers and drive pulley. The chrome, single-disc, wide-glide fork uses smooth-top billet trees and fat T-bars, with chrome hand controls. The high-performance look is carried over with 2 1/4-inch exhaust pipes, a close-fitting, chrome-plated, "winged" oil tank and billet forward controls. The Goliath Rigid will set you back 17 large ones, (MSRP $16,999).

The Goliath hidden-shock-style bike has all of the cool parts that make up the rigid model, but you get a frame that is more rider friendly. The Santee 250-softail frame is fabricated from 1 1/4-inch DOM seamless tubing. Its swingarm uses two horizontally mounted coil/over shock assemblies. These changes necessitate that the rear fender be changed to a strut mounted type. The addition of the hidden-shock-style frame, rear suspension parts and rear fender pieces adds an another grand to the kit price, MSRP $17,999. Also the RevTech 110-inch motor can be ordered as an option, for a slight extra charge.



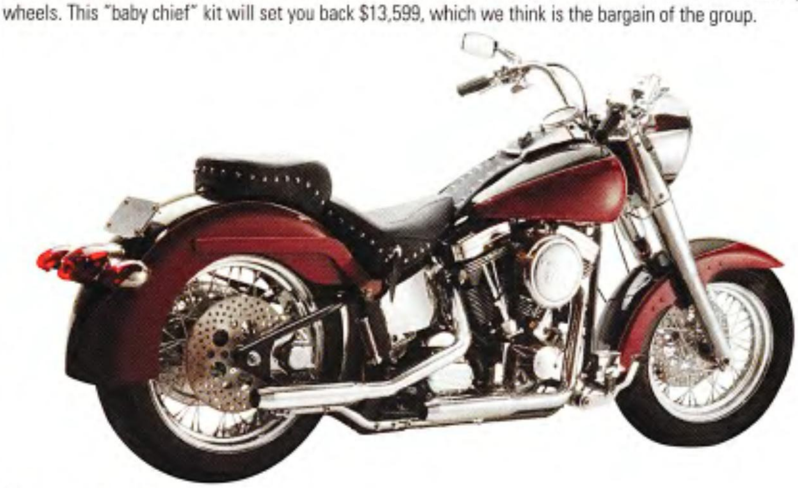


Doss-Rocket Bike Kit *(Below)*

The Rick Doss-designed Rocket is the king of the HR3 hidden-shock-style custom bikes. It features a black and chrome 100-inch RevTech motor, the 110-inch motor is available as an option, 6-speed transmission, narrow 21-inch front and fat 250 x 18 rear tires mounted on RevTech billet Meridian wheels. Everything fits into a special Rick Doss-designed frame that also mounts a number of Doss custom parts: V handlebars, Waterfall triple trees, ribbed headlight, air filter, exhaust pipes and side-mount. The custom stretched gas tank features a pop-up filler cap. You can get this show-stopping custom in the making for 20 grand, MSRP $19,999.

Eldorado Bike Kit *(Below)*

So you wanted an Indian Chief motorcycle, but they went out of business before you plunked your money down? Well fear not, the Eldorado is its steel cousin. This hidden-shock-style cruiser has a teardrop headlight, valanced wide-glide fork, fatbob tanks, full fenders and the same taillight that were used on early Indians. It is powered by a black and chrome 100-inch motor running through a 5-speed transmission. The Chief look is finished off with a chrome winged oil tank, and a shorty exhaust system all riding in a custom Santee frame. The running gear rides on a fat16-inch front tire and 180 x 18 rear tire, which are mounted on chromed spoke wheels. This "baby chief" kit will set you back $13,599, which we think is the bargain of the group.



Venom Bike Kit *(Below)*

The Venom bike kit is produced by Custom Chrome in conjunction with Big Bear Choppers. It is a big-motor, wide-tire, pro-street chopper. The custom swingarm frame is made by BBC, along with the gas and oil tanks, fenders, exhaust and billet wheels. A Pro-One billet fork gives the bike a low stance over its 21-inch front and 205 x 18 rear wheels and tires. Both the 100-inch motor and 6-speed transmission are fully polished; the 110-inch motor is an extra cost option. Chrome drag bars and hand controls above billet forward controls round out the bike. You get all of this for the paltry sum of $19,499.

Hard-Core II Bike Kit *(Below)*

A rigid chopper for the hard-core rider, it has high style with high bars, a high tank and kicked-out front end. The Hard-Core II is built around a set of custom Chica handlebars and Santee's single downtube chopper frame, which has a 6-inch downtube and 4-inch backbone stretch. It's powered by a RevTech 100-inch motor and BDL 3-belt primary driving a 6-speed transmission. The styling is topped off with a Jesse James Villain gas tank and custom rear fender and Santee's Y-Bent pipes. The 10-inch over wide-glide fork holds a 21-inch front tire while there's a 200 x 18 tire out back, both of which are mounted on chromed spoke wheels. A peanut-sized 4-inch headlight and side-mount rear complete the look. All of this is priced at $13,750.

Ares Bike Kit *(Below)*

The Ares bike kit is as hard to figure out as its name. Ares was the Greek god of war. Anyway, the Ares bike kit features a Santee 1 3/8-inch single downtube hidden-shock frame, with a 6-inch downtube stretch and 4-inch backbone stretch that is mated to a 10-inch-over front end with custom billet 21-inch front wheel. Powering the 250 x 18 rear tire is a RevTech 110-inch motor, which transmits through a belt primary drive to a 6-speed transmission. The tank and front fender are by Jesse James, while the bobbed rear fender houses dual taillights. The odd part of the bike is the 2-up seat and drag bars with a top-mount speedo. The bike's looks are rounded out with chromed Accutronix billet forward controls, RevTech billet hand controls and mirrors. At $20,399 the Ares is the high-line bike in the HR3 lineup.

The V Bike Kit *(Below)*

The V is the latest creation in the HR3 line, it is 50% sport bike, 50% V-twin. The heart of this new bike is a special Santee featherbed-style frame that holds a rubber mounted 110-inch motor coupled to a 6-speed transmission. The V is a streetfighter with the muscle and simplicity of a V-twin powertrain. It is the crossover bike that a lot of riders have wished for. The motor's output is optimized with a Mikuni HSR-45 carburetor and D&D 2-into-1 exhaust. Handling is enhanced with the fully adjustable inverted fork and adjustable rear shocks. The 120 x 17 front and 170 x 17 rear tires ride on lightweight wheels. The bike is stopped by 6-piston calipers grabbing oversized floating rotors. The kit includes custom bodywork, lighting, gas tank and seat. The V carries an MSRP of $19,999.

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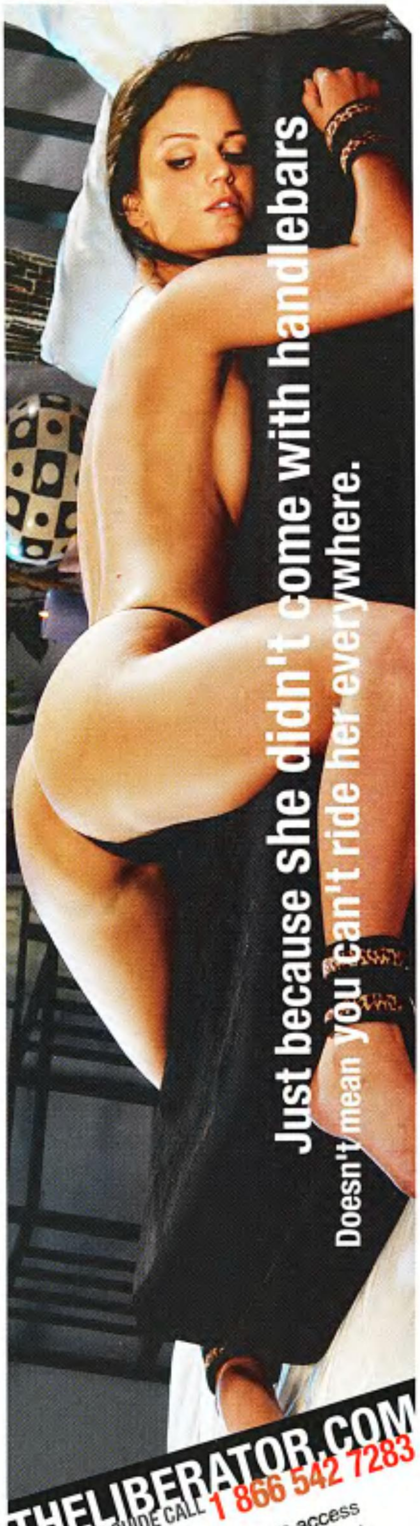

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J&P CYCLES' BUILD-A-BIKE GIVEAWAY!

Custom Chrome Builds This Year's Dream Bike

Well, gather 'round, y'all, for it is time once again to begin our annual Build-a-Bike Contest with our friends at J&P Cycles. As you *Easyriders* readers know, J&P has been building Giveaway bikes with us for the last several years now. As their company has grown, so has their catalog, which is now over 900 pages and, as luck would have it, this is also J&P's 25th anniversary to boot. If this don't give us something to celebrate with J&P Cycles, nothin' will.

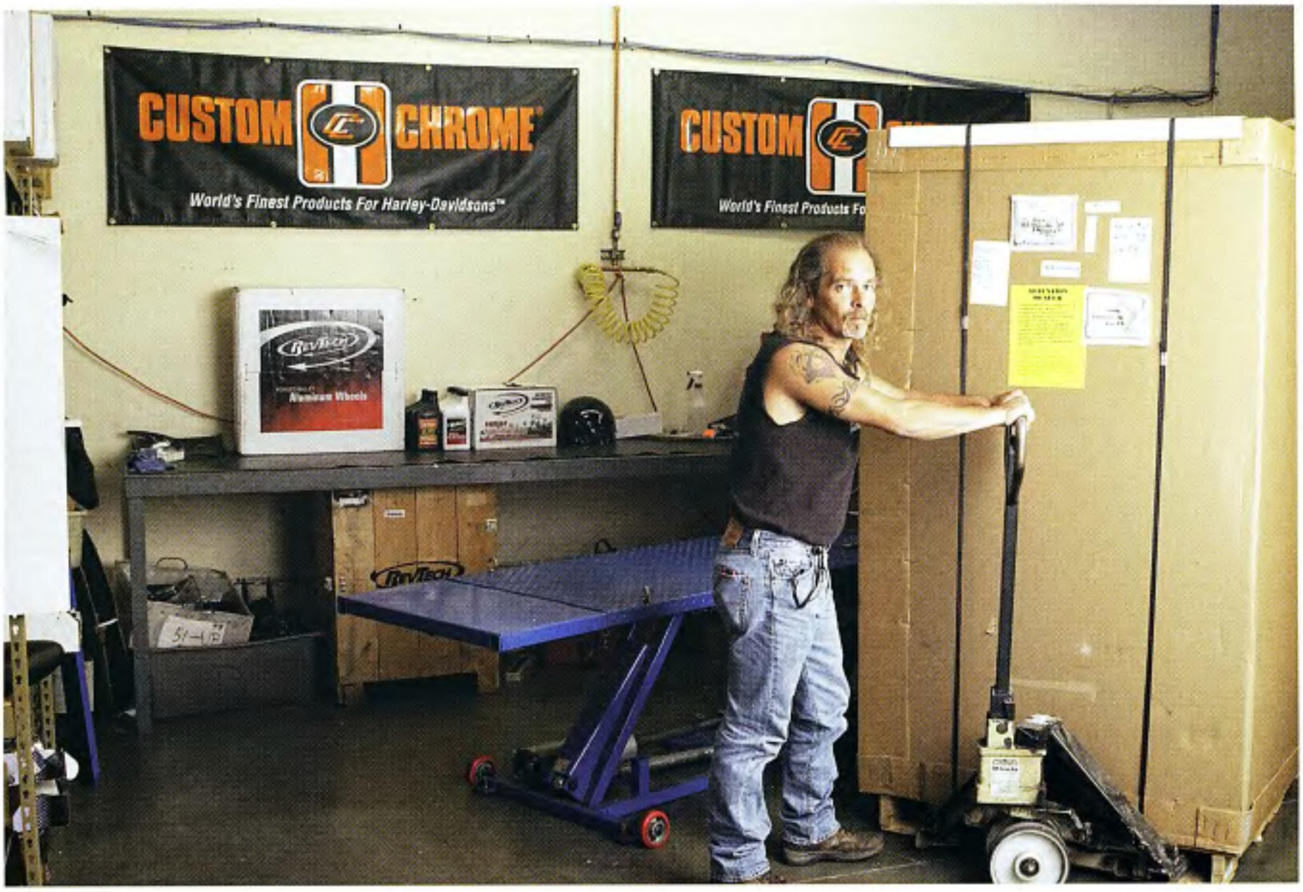
So let's get to the motorcycle and see what the good folks at J&P are cookin' up. Instead of piecin' together a ride from the extensive J&P catalog, they chose to use a Custom Chrome HR3 bike kit for this year's sled. And a mighty sled, indeed; the kit that J&P selected for this year's giveaway bike is none other than CCI's Goliath hidden-shock model, which will be assembled at the Custom Chrome facility by Ford Stell, the HR3 kit manager. Sounds as though we're in good hands with J&P and CCI on board, so let's keep things rollin'.

Custom Chrome's HR3 bike kits, which are available from suppliers such as J&P Cycles, are absolutely complete, right down to the last nut and washer that roll under the dank confines of your garage workbench. Of course, the paint and powdercoating are not included with the kit. However, all of the guess-work, hard work and legwork has been addressed by CCI to provide you a true kit bike with all the fixins. The parts are all available at J&P Cycles and ready to ship right to your door.

Now in case the Goliath doesn't quite get your motor runnin' you can check out J&P's Web site www.jpcycles.com for thousands of parts and accessories or go to www.customchrome.com to see the entire selection of Custom Chrome's HR3 kit bikes.

At this point, there is one thought for you to ponder, and that would be to skip the assembly, paint, powdercoat and fluid accoutrements by simply paying very close attention to the upcoming contest entry information within the fine pages of *Easyriders* so that you, yes, you, could possibly win the J&P Giveaway bike. Think of it...as your friends slave away cranking wrenches and bloodying knuckles as they build their rides, you can fill out a form and take a crack at winning the J&P Build-a-Bike without breaking a sweat.

As seen below, we took the liberty of creating a computer-generated rendering of what the finished J&P Build-a-Bike will look like after Ford Stell has done his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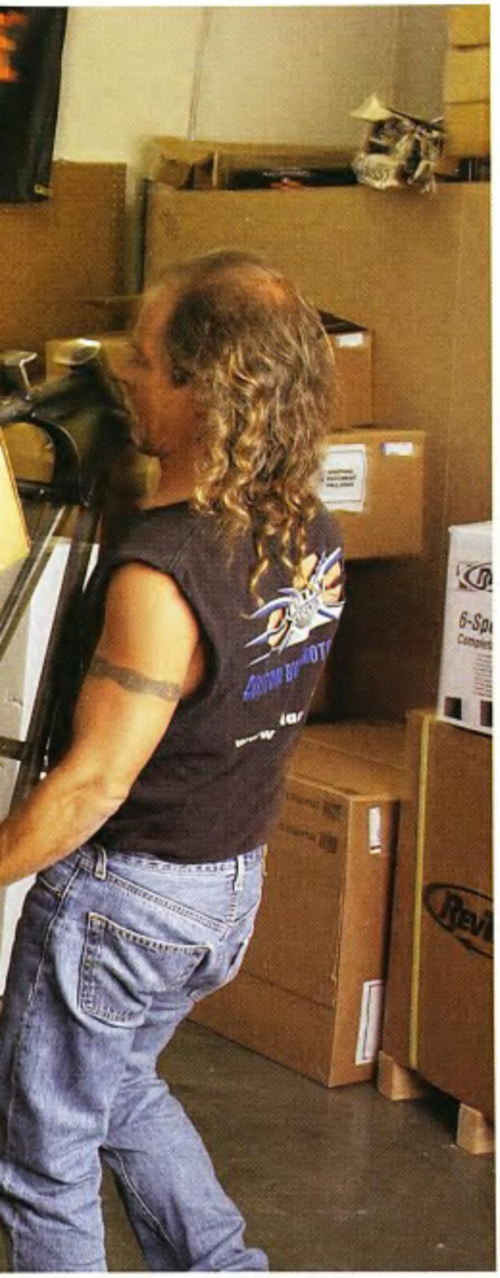
Photos: Kris Knutson for Custom Chrome



handiwork. As you can see, Ford is unpacking all the mechanical finery that is included in the Goliath kit to tempt you into staying tuned for next issue's plunge into the building of this year's *Easyriders*/J&P Cycles Build-a-Bike.

Just remember, someone has to win, and there's no better person than you—no not you, the one more toward the back there, yes you—to ride away on J&P's awesome Build-a-Bike. Remember to keep your nonbloodshot eyes peeled for the rules, regs and entry information within the pages of *Easyriders*. After that, all you'll have to do is sit back and cross your fingers, hopin' to be the one who rides off into the sunset courtesy of *Easyriders*, J&P Cycles and the folks at Custom Chrome. —*Wordman*

AIRED OUT

Legend Air-Ride Breathes Fresh Air Into Your Dyna, V-Rod Or FL

There has been quite a lot of development and innovation in air suspension systems over the last several years. From something that seemed to many of us as an absolute novelty, air suspension has been changing minds—one spared-back at a time. After all, how can you argue with suspension adjustment that you can make on the fly? We're talkin' no special wrenches, busted knuckles or dirty hands. This kit had us rethinking our opinions about riding on air.

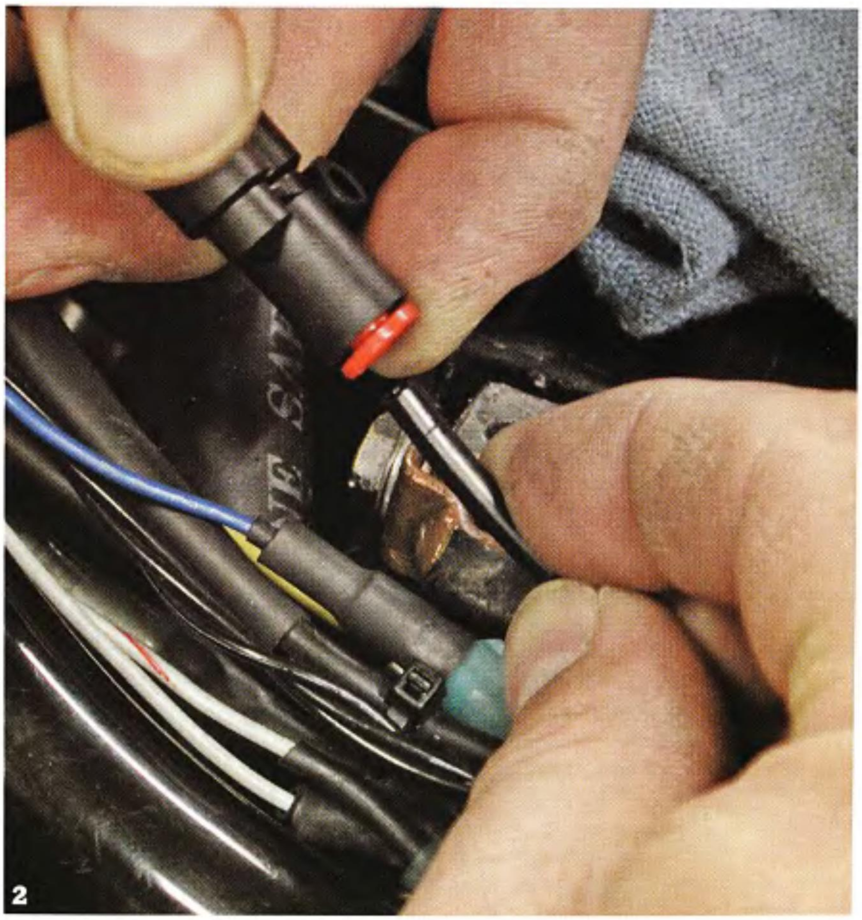
Well, fortunately for us, Legend Air Suspension Systems is one of those companies that hasn't been sitting around on its air springs since this whole thing started, and they have expanded their line from Softail air suspension kits to include Dyna, V-Rod and FL applications as well. Other applications are being developed at this time, so keep your eye out for new additions to the Legend lineup.

The Dyna/V-Rod/FL kit is what we have to show you here, and for all you non-Softail riders, this system will be one to make you sit up and take note. For starters, the shocks are equipped with special Gates air springs which not only give complete adjustability, but about the most radical new look anyone's seen yet. Check out the kit (Photo 1) and you'll be surprised to find out that the entire setup weighs only 10 pounds.

What this means, when compared to the set of coil-overs that this system is replacing, is that for 1.5 extra pounds (the coil-overs we took off here weighed in at 8.5 pounds) you get a completely adjustable system. It will leave you wondering why you didn't make this swap 10,000 miles ago.

The bike that you see in the pictures is a full-blown custom that was built from the ground up. It used coil-over shocks that seemed to be okay, but were not perfect for the bike, and the owner got a little tired of swapping shock springs out to find the right ride.

Between ride quality and plenty of



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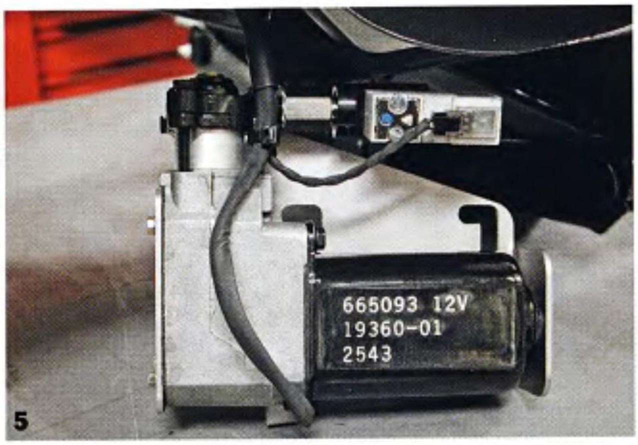

5

6

two-up ground clearance, the need for an air suspension system was clear. The Legend Dyna/V-Rod/FL kit was selected for this bike, and although the compressor was mounted in a different location than specified for a Dyna/FXR or FL (as this bike doesn't fit any of those categories) the installation is the same.

First on the list was to remove the old shocks and replace them with Legend Air-Ride shocks (Photo 2). This step is pretty straightforward, and new shock bolts and spacers are provided in the kit. A good point to mention here is that the Legend shocks can be adjusted from 9.5 inches to 13 inches in length. Try that with a coil-over.

With infinite adjustment available, we need something to adjust with, so its time to get to the air compressor. This unit is small, yet powerful and works in conjunction with a solenoid. The kit's solenoid attaches to the outlet of the compressor (Photo 3) on a pipe thread. Thread sealer is needed here.

The solenoid is a dump valve that lets the air out of the system when you're lowering the bike or dropping it completely after parking the bike. You know, to look cool. Anyhow, with the solenoid cinched to the compressor, the wiring can be run up to the battery as the compressor is installed. The CNC-machined mounting plate you see on the compressor is made of heavy stainless steel sheet and comes pre-installed.

Legend includes a chrome billet mount that contains a liquid-filled pressure gauge and the switch to control the compressor and solenoid (Photo 4). This mounts to the rear rocker box lid and in case you have aftermarket rocker boxes like S&S or similar, there are different brackets available.

To connect the air lines is virtually a snap. Legend provides a very clear air line diagram and state-of-the-art air fittings that make this a breeze. Route the first connection to get your length, then cut the air line with a new razor blade. To connect, the air line pushes into the fitting and stays put.

It releases by pressing a collar on the fitting and pulling the line out gently (Photo 5). Following the air line diagram, you can literally have the system plumbed in minutes. Just make sure to keep the air lines away from exhaust pipes or any place where they might become pinched.

Wiring for the system is minimal and quick to install since everything you need is provided. With the air lines in, wiring complete and shock bolts torqued to factory specs, you're ready to do that thing you've been waiting for since the kit showed up: raise and lower the bike over and over again (Photo 6).

Actually, you could test ride it, and with the instruction sheet handy, Legend recommends some initial air pressure settings to get you started. As you can adjust the system while riding, Legend recommends starting out with too much pressure than not enough. Eventually, you'll know which pressure setting is best for cruising one-up, two-up or loaded for the Sturgis Rally.

The best thing about this kit, aside form the adjustability and ride comfort of course, is how quickly it can be installed. This is refreshing. In an afternoon, you should be able to make the swap and get out on the road.

—Wordman

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Gerardo Rubio
Lakewood, California
2001 Softail

Gerardo likes to live dangerously. "I'm building a bike with parts from West Coast Choppers," he says. "I couldn't afford to have them build a bike for me, so me and my buddy Shawn are putting it together. I just hope they don't have a problem with that."

Well, it was nice knowing ya, Gerardo.

But let's take a look at what brought Gerardo into this dangerous situation in the first place. Ah, yes, a beautiful Softail. Typical, ain't it? It's always the beauties what get you into trouble.

Gerardo and his buddy, Shawn, built her from the ground up, in what Gerardo refers to as Shawn's local "hole-in-the-wall" shop called Show-Down Custom Cycles. It took them 14 or 15 months, according to Gerardo's estimate. "Shawn basically did all the fabrication and painting and stuff, and I do the assembly," he says. "We started with a Daytec frame and an 88-inch S&S motor with a stock Harley 5-speed tranny, both of which we took apart and had polished."

Many other components come from Performance Machine, "the wheels, controls, everything." Shawn modified a Heritage front fender and a Daytec rear fender. "The paint job was done by Jim's Cycle Painting in nearby Gardena, while Shawn did the wiring."

The reason Gerardo built this bike in the first place was that his previous bike got stolen. We started to build this one with the insurance money," he says. He's already sold the Softail, however, and is now working on his new project with the proceeds. Considering how worried Gerardo is concerning the fact that the folks at West Coast might have a problem with him building one of their bikes, his buddy's shop's name, Show-Down Customs, seem mightily appropriate.

My advice to you, Gerardo, in light of this perceived West Coast problem: drink lots of Coors beer and visit Auto Zone frequently. And keep the receipts with you at all times. *—Tripper*

Photos: Owner

Readers Rides

Nanci Ruehrwein
Wakefield, Massachusetts
1970 Sportster

Nanci's husband John bought her this Sporty back in '82, pretty much stock. "So what's the big deal," you ask, "about a stock bike? This is supposed to be a rag about custom bikes."

Uh, sure. But the bike is not just stock, it's stock again. Re-stocked, you might say. You see, Nanci had an accident on it, with the result being that some of the bike was damaged beyond repair. Her husband, John, a former master mechanic at Harley-Davidson (gee, how convenient!), took it all apart with the intention of putting it all back together. "Unfortunately, my husband had an accident and broke his back, so it sat, mostly in boxes, for years."

Luckily, John and Nanci's daughter, Amy, is mechanically inclined, and so, back in or about '96, Nanci and Amy tackled the rebuilding project, with Amy doing all the mechanical work.

"It took us a long time to find all the old 'new' parts," Nanci relates. "We searched everywhere, even on the Internet, and we found pretty much everything except the reflector on the rear fender."

The other non stock item is the electric starter. Nanci wanted to keep kicking, "but my husband thought that since I was, uh, a little older now, I might not be able to kick it over," she laughs.

The bike was 12 years old and all black, when Nanci got it. "It was rideable," she says, "and just all black. It was good for riding, but it didn't look like this. Everything on this is chromed, and it just looks brand-new now."

Nanci also switched the original 18-inch rear wheel for a 16-incher, the stock clutch was exchanged for one from Barnett, and the stock motor has 10-over pistons in it and oversized Manley valves.

And *voila*! The re-stocked custom stock motorcycle.

By the time you read this, Nanci and John will have celebrated their 25th anniversary (congrats!), for which John has granted Nanci a Fat Boy, so the Sporty gets to rest a lot. *—Tripper*

Photos: Owner

Ric Pike
Clinton, Iowa
2002 FLSTC

Ric got this bike because, as he says, "I just like the Heritage-style look." Nothing wrong with that statement, except when brought into context with an earlier statement, which went something like this: "Well, I don't have the bike anymore, I traded it in for an Electra Glide Standard. And a full paint set for my custom bike."

That's because a friend of his had bought two of those Electra Glides, one for his wife, and the wife just happened to be a bit too short for the bike. "But mine is not only low to begin with, but was lowered even more, and when she sat on it, it fit her just perfectly," Ric says.

Never "misunderestimate" (as the prez sez) the power of a wife, and sure enough, what could hubby do but trade? But it was a nice bike, and Ric had a good bargaining position, so he got the paint set on top of the bike.

The basic mechanicals on the Softail were all stock, according to Ric, "but the taillight, the headlight, the Corbin seat, and the paintjob are all custom." Hmm, now there's an in-depth modification. But hold on a sec, there's more. Poopy's in Savanna, Illinois, did the paintjob, and Ric did some of the other optics, like the 1950s'-style tank emblems, the half-moon floorboards, and a lot of other stuff. "I can't remember everything, but I do remember spending a lot of money on it," he says. "I tried to give it the 50s' nostalgia look. I guess it had to do with when I was a kid, my neighbor had what I think might have been an old panhead, and it just got stuck in my head, so that's what I was trying to go for."

Ric's a happy camper now, and presumably, his friend's marriage was saved. So it is, after all, a real win-win situation for everyone concerned.

—Tripper

Photo: Nate Ullrich

Greg Jackson
Minot, North Dakota
1981 Wide Glide

My take on this? Greg never made it out of the building behind him in the photo, which is why we couldn't dig him up anywhere.

And who could blame him? Not us, certainly. It is, after all, the Scandinavian Heritage Center in Minot, North Dakota, and boasts not only a 230-year-old house freshly imported from Sigdal in Norway, but also Stabbur, one of Norway's finest storehouses, an international flag display, a Danish windmill, and the Sondre Norheim Eternal Flame. And if that's not enough to make any biker as happy as a hungry Viking at a smorgasbord, then how about a Leif Ericksson statue? A Sondre Norheim (father of modern skiing) statue? No? But the one of Casper Oimoen (Olympic ski jumper) has got to bowl you over, right? Maybe the statue replica of the Gol Stave Church? Or how about a waterfall?

You're obviously hard to impress, but here's the ace up my sleeveless shirt: an authentic Finnish sauna!

Ha! I knew that would get you. Visions of nekkid Scandinavian beauties dancing around your head yet? That's what must have happened to Greg, whose '80 Wide Glide is probably still parked in front of the center, just like you see it here, almost like it's part of the get-up.

He did, however, leave us with one precious gem: "It's a limited edition, and I was told by many people it may be the last one on the street."

By now, Greg has probably shriveled up like a prune in that Finnish sauna and has exhausted himself into deliriousness with all those beauties making him sweat even more. But just in case you happen to be in Minot, or maybe even in that Scandinavian Heritage Center, do me a favor. Knock on the sauna door and see if there's anything left of Greg, and if so, show him this page. If the heat and the nekkid Scandinavians haven't finished him off yet, this page just might do the trick. *—Tripper*

Photos: Marty Jackson

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BIG DOG'S PITBULL

Breed Redemption

Whenever you hear about some terrible thing happening between man and dog, the dog is usually a pit bull. Therefore that breed of animal has always been given a bad rap. Try renting a house, which allows a pet, and tell them you own a pit bull…yeah, move right in? Not!

Better yet, how about when your kids can't have their friends visit because you own a pit bull, although the latter may not be such a bad deal if you have pre-teen girls. Big Dog Motorcycles (BDM) may have the solution for you to handle the other problems associated with owning a pit bull…their 2004 Pitbull model.

There is a reason, however, that the moniker Pitbull is well suited for this bike model. Everything about this bike screams aggressive. From the styling to the way this bike handles, "aggressive" is the absolute best way to describe this motorcycle. As with BDM's wildly popular Ridgeback chopper, the Pitbull also sports a rigid frame with a superfat 250-series rear tire that helps smooth out the

rough roads. Throw in a 107-cubic-inch motor and silky-smooth 6-speed Baker transmission as standard equipment and you've got yourself a screamin' deal.

What makes the new Pitbull even a little more custom, is its use of BDM's exclusively designed, proprietary components. BDM now manufactures its own air cleaner covers, forward controls, over-mounted rubber grips, billet hand controls, coil covers, split handlebars, rear-mounted kickstands and, vibration-resistant mirrors.

Now, I already know what you're saying, "vibration resistant my ass." Well then, you're an ass. I'm not going to tell you exactly how it's done (mostly because I don't know) but when they say "resistant" that's what they mean. You can actually cruise at a decent rate of speed and...see what's behind you.

This is a bike that you can really get—brace yourself—aggressive with. I mean it is easy to dive it into a corner, pull it back out and hit the straightaway hard. The ground clearance of 4.25 inches, keeps the Pitbull low enough for the "height-challenged," but high enough so you don't scrape the pipes on hard right turns. To prove this point, we took this model out through some really tight corners of this big mountain range in Colorado. What do they call them? The Rockies?

With Michael Lichter following (and sometimes leading) this Pitbull, we were able to throw this bike in and out of turns, fast and slow, in and out of towns (all helmet-free of course) and never once wanted to discard the bike somewhere along the road.

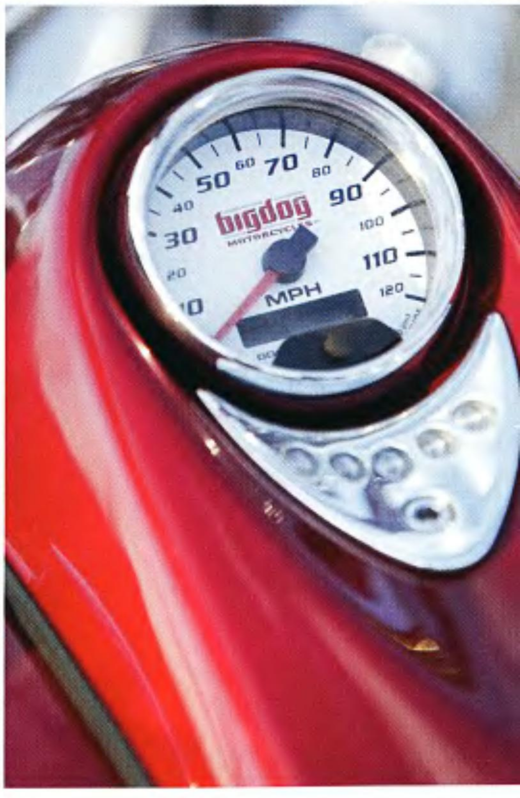
The design and engineering that BDM has put into this bike (as well as all of their 2004 models) shows that, as a company, they are listening to their customers and paying attention to the design trends in this industry. The folks at Big Dog are thereby manufacturing a cool

custom ride with everything the BDM customer wants in a scooter. Couple that with really outstanding customer service and BDM dealers all over the country and you'll begin to see why Big Dog continues to be a leader in the industry, currently celebrating their 10th anniversary.

So get out there and help BDM say happy birthday to itself by buying yourself a 2004 Pitbull, or one of their other five models. You'll get a great bike at a fair price and, oh what the hell, impress the hell out of your neighbors all at the same time. Besides, this is one Pitbull you can own without having to take out extra homeowner's insurance in case it bites someone.

For more information go directly to www.bigdogmotorcycles.com, where you can even build your own bike on-line. For those of you who are Internet-challenged, give 'em a call at 316-267-9121.

—Oil Can


bigdog
MPH

Owner: ..Big Dog Motorcycles
City: ....Wichita, Kansas

General
Fabrication: ....Big Dog Motorcycles
Year/make: ....2004 Big Dog
Model: .... Pitbull
Assembly: ....Big Dog Motorcycles
Time:............................enough
Chroming: ....not too much

Engine
Year: ....2004 S&S
Rebuilder: ....Big Dog Motorcycles
Displacement:..........107 cubic inches
Cam: ....S&S
Carb: ....S&S
Pipes:..........................2-into-1

Transmission
Year/make: ....2004 Baker 6-speed

Painting
Molding:......................Big Dog Motorcycles
Painter: ....Big Dog Motorcycles
Color: ....pick your own
Type:................House of Kolor
Special paint:..............Big Dog Motorcycles

Frame
Year/make: ....2004 Daytec for Big Dog Motorcycles
Type: ....rigid
Rake:......................36 degrees
Stretch: ....2 inches
Shocks:..........................what?

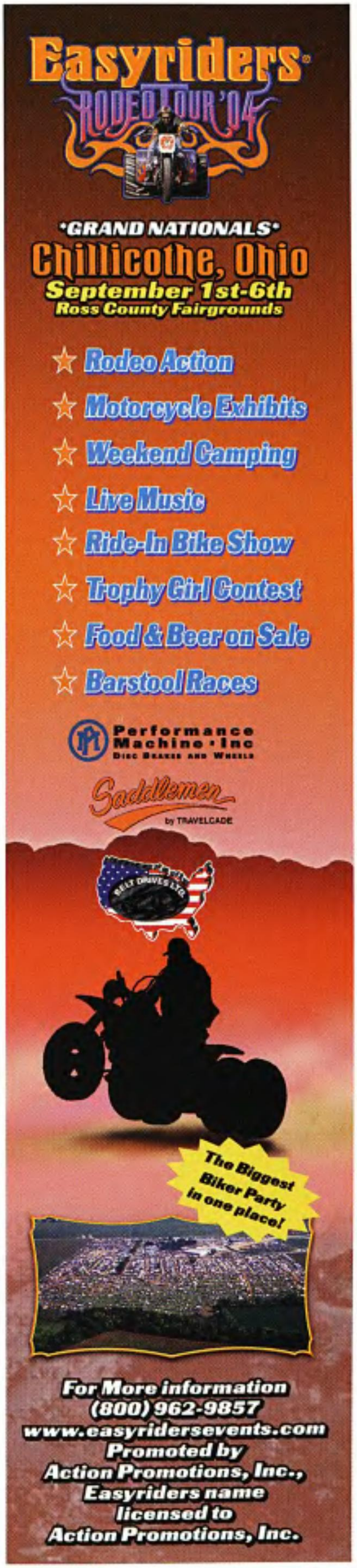
Accessories
Handlebars: ....Big Dog Motorcycles
Risers: ....Big Dog Motorcycles
Handlebar controls:....Big Dog Motorcycles
Fenders:......................Big Dog Motorcycles
Headlight: ....yes
Taillight: ....one of those too
Pegs: ....Big Dog Motorcycles
Foot controls: ....Big Dog Motorcycles
Gas tank: ....Big Dog Motorcycles
Oil tank: ....Big Dog Motorcycles hidden
Seat: ....comfortable
Mirrors: ....Big Dog Motorcycles
Grips: ....Big Dog Motorcycles

Front end
Type: ....wide
Builder: ....Big Dog Motorcycles

Wheels
Make:..........................Big Dog Motorcycles
Size: ....240/40 x 18 rear, 120/70 x 21 front
Tires: ....Metzeler
Brakes: Performance Machine

Photos: ....Michael Lichter

"Apparently, he doesn't speak English. Any idea what the hell he wants?"



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ComingAtYa

The October issue of *Easyriders* (No. 376) haunts up a pack of prowling custom creations by Matt Burris, Lucky's Choppers, Kenneth Henley, Don Hotop and Kim Suter. We'll test ride the new American IronHorse Slammer and bring you an exclusive on Harley's CVO V-Rod! We'll also ride to the incredible Laconia Rally in New Hampshire, and kick back at California's Redwood Run. This issue scares up a wild array of Biker Tattoos plus we'll bring you our annual Guide to Daytona Beach Biketoberfest.

In the tech shed we'll wrench up the J&P Build-a-Bike, show you an easy way to swap brake pads as well as bring you a Driveline Guide. All this PLUS, on the newsstands, our 32-page outsert showcases six stellar sleds known as "Wild Ride." *On sale August 31st*

The September issue of *V-Twin* (No. 41) offers 180 pages of new parts and products for your bike! You'll get a great Guide to Kit Bikes, check out the latest hot trends in front ends, and go behind the scenes at Avon Tires. You'll meet master bike builder Kevin Alsop of Big Bear Choppers, ride with us to Myrtle Beach for all the two-wheeled shenanigans, and hit the awesome Thunder Run where hot rods and custom bikes rub elbows. PLUS our new contributor, Mikey Teutul from Orange County Choppers tells all, taking you behind the scenes on the *American Chopper* TV series. All this AND on the newsstands you'll get a 32-page outsert Bike Builder's Guide with everything you need to create your own winning ride. All this and more is coming your way in the sizzlin' August issue of *V-Twin!* *On sale August 17th*

The September *Biker* (No. 222) brings you the third incredible feature with *Penthouse* Pets and *Biker* bikes, and our Sweet Hog of Mine special when you pick up this rag at newsstands. *On sale now!*

In Dec. 2004's *Wind* (No. 119), we take a look at June's Laconia Motorcycle Week, then we're Goin' South to view Dixie folks. Jamie, a buxom Midwest brunette, enjoys Jason Fredrick's Penz custom. Newsstand buyers will get *The Secrets of Bike Building*. *On sale Aug. 3*

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